

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

THE R.A.C. INTERNATIONAL
RALLY OF GREAT BRITAIN
Full Report and Pictures

THE A.M.O.C. GOES TO
THE BOL D'OR

RACES AT ANGOULÊME, ROME
AND NURBURG RING

THE WELSH COUNTIES RALLY

John Bolster—Russell Lowry
"Bodach" — Dudley Coram

Vol. 2 No. 24
June 15, 1951





RALLY

OVER 1500 cc. OPEN CARS

1st IAN APPLEYARD
(JAGUAR)

UNDER 1500 cc. CLOSED CARS

1st JACK READINGS
(M.G.)

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 2. No. 24

June 15, 1951

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Published every Friday by AUTOSPORT,
32 Great Windmill Street, London, W.1.
Tel. GERard 3193

Business Manager: JOHN S. CAMPBELL
Advertisement Manager: NORMAN H. BIGSBY
Annual Subscription: £4 4s. 6d.
Direct from the Publishers or all Newsagents

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EDITORIAL

IT was indeed unfortunate that the greatest long-distance event to be organized in this country should end the way it did. The R.A.C. International Rally of Great Britain finished at Bournemouth last Saturday amid a shower of protests and counter-protests such as no club could ever have experienced before. Bone of contention was the Silverstone High-Speed Trial, where competitors had to complete a specified number of laps (according to class) within a period not exceeding 30 minutes. Admittedly the regulations could quite easily have been misunderstood, but on the other hand, the majority of the entrants did do the test properly, and complete the requisite number of laps, instead of going on to do an extra one as several did. The start line was clearly indicated, but competitors were left to work out where the finishing line was. As it so happened, this was fairly obvious, as a large notice indicated "Out", and therefore the finishing line must have been at that point. Several of the objectors maintained that the first lap could not possibly be a complete lap, as the start and finish were separated by many yards, although this is common racing practice.

To add to the general confusion, quite a number of entrants' cars had the numbers which were pasted on the doors blown off, leaving the timekeepers' decision open to question, with so many cars on the track at once.

On the Continent, protests would probably have gone straight into the waste-paper basket, but the R.A.C. not only examined and considered every individual protest, but washed out the entire test, thus altering the nature of the event and giving cause for dissatisfaction amongst drivers who had completed the speed-trial successfully.

AUTOSPORT does not wish to criticize the decision of the R.A.C. stewards to wash out the speed-trial results, but feels that the admission later that errors could have occurred, was tantamount to saying that there must have been considerable doubt in the officials' minds at the conclusion of the test. It would, therefore, have been more acceptable to the majority of competitors, if the decision to scrub the Silverstone speed-trials had been taken at the outset, and communicated to entrants at the first overnight stop at Dunoon.

Attracting a greater number of foreign entries appears to present a problem if the event is to be held next year. However, one very prominent Continental driver suggests that it would be far more effective if preliminary regulations were sent direct to competitors, rather than to clubs. He maintains that there is no difficulty in obtaining the names and addresses of entrants in the majority of International events from the organizing clubs.

OUR COVER PICTURE

RALLY-ARTIST: Ian Appleyard (XK 120 Jaguar) negotiating the final chicane during the Bournemouth test in the R.A.C. International Rally. He made best time, and won the open cars over 1,500 c.c. class.



PIT AND PADDOCK

REVOLVERS' TROPHY: Presentation of the "coveted" cup by previous holder, Ben Whitehouse, to latest holder, Gillie Tyrer. Also seen are Mrs. Mervyn Keaton, Gordon Catlin and Mrs. Lorna Whitehouse.

COUPÉ DU MONDE race, due to be run on 12th August has been cancelled. The organizers were unable to get the Ostend authorities to agree to a date in the height of the summer season. This will be a great disappointment to many British drivers.

JOHNNY CLAES was paid the honour of becoming a "disc-jockey" for a whole hour on American ABC radio network, by the king-pin jockey himself, Symphony Syd. The last-named is by way of being a real road-racing fan. Perhaps the famous Syd might edge in some motor-racing news into his popular "All-night" programme from station WJZ!

THE Le Mans M.G. to be raced by George Phillips is neither a prototype nor a pre-production model of a new car. Abingdon has no intention of discontinuing the very popular TD 2-seater, and the body of the Le Mans car was specially built on a standard TD chassis for the entrant.

OWING to the 500 c.c. event at Ulster on 2nd June having only five starters, no points can be claimed for the AUTOSPORT £200 500 c.c. British Drivers' Championship. The sufferers are Peter Collins and Norman Pugh—apologies to both for giving them marks to which they were not entitled.

NEXT week's issue will contain a fully illustrated report of the B.R.D.C. British Empire Trophy

and Manx Cup races. There will also be previews of the Jubilee Shelsley, and the Le Mans 24 Hours Race.

SUCCESS of the Ulster races has caused the proprietors of the *News of the World* to promise full support for next year's event.

ORGANIZERS of the Evian Rally have arranged for competitors to have a special reduction in prices in local shops during their stay.

FOLLOWERS of 500 c.c. racing will find much to interest them in *Motor Cycle Engines*, published by Iliffe & Sons, Ltd., at 3s. 6d. Famous British power-units are analyzed by the staff of *The Motor Cycle*, and illustrated with many fine sectional drawings. Although the older five-stud Speedway J.A.P. is shown, there is, oddly enough, no description of the twin o.h.c. or single o.h.c. Nortons.

BOREHAM entries for the West Essex C.C.'s second race meeting, on 30th June, already total 55. The half-litre brigade includes Curly Dryden, Eric Brandon and Alan Brown. There are eight events for sports and racing cars, the programme starts at 1 p.m., and practising is between 9 a.m. and 12 p.m. on race day.

HIGHER production costs irrevocably mean higher prices, and Lagonda and Aston Martin are the

latest concerns to announce increases. New Lagonda retail figures are: Saloon, £2,250 plus £1,251 10s. P.T.; D/h coupé, £2,325 plus £1,293 3s. 4d. P.T. Aston Martin prices are raised as follows: DB2 saloon, £1,750 plus £973 14s. 5d. P.T.; DB2 d/h coupé, £1,850 plus £1,029 5s. 7d. P.T.; "Vantage" engine £100 extra plus £55 11s. 1d. P.T.

ALFAS will race in Germany in August according to present plans, for three cars have been promised for the Formula 1 German Grand Prix at the Nurburg Ring. Alfas last won this race in 1935.

STIRLING MOSS is featured on the cover of the June-July issue of *Lilliput*. He is also the subject of an article by Lemuel Gulliver who is taken for a trip in Moss's Morris Minor saloon.

COTTON trials team comprises Doug Cotton, Tony Rumfitt and H. Clayton. Jack Spence will drive his own Special, and not a Cotton as we recently reported.

SCOTLAND may have a new sports-car soon. Lessons learned in the construction of the J.P. "500" are being incorporated in an entirely new design.

CIRCUIT DE DRAGUIGNAN Formula 3 race, organized by l'A.C. du Var, has been postponed from 17th June to 24th June on account of local elections.

ANDRE PILETTE, son of the famous pre-Great War Mercedes driver, will handle a Talbot in the Belgian Grand Prix on Sunday. This is his first experience with a Formula 1 car.

STREAMLINED Lambretta, 2-stroke 125 c.c. motor-scooter recently achieved a speed of 122.5 m.p.h. Maximum revs. were said to exceed 10,000 per minute, so Ulster Hybrid builders should take heart.

SPORTS-NEWS

THE EIFELRENNEN

Cooper and Veritas Victories in "Silverstone" Weather

FAMOUS in pre-war days when Auto Union and Mercedes-Benz ruled the Grand Prix roost, the Eifel races on the Nurburg Ring in Western Germany were revived as an international meeting on 3rd June last, for Formula 2 and 3 cars. Rather appropriately, it was a noted pre-war German driver, Paul Pietsch, who won the principal event, the 100-mile Formula 2 race, in an *einsitzer* Veritas, whilst equally appropriately, being 1951, the meeting was attended by heavy rain and thunderstorms.

Second to Pietsch was Fritz Riess, 1949 German Formula 2 champion, in a BMW-powered AFM, and Heeks with a similar car came third. Australian driver Tony Gaze drove his 2-litre unblown 4-cylinder Alta into seventh place.

It seems a pity the official H.W.M.s were all engaged at Aix-les-Bains the same day, for an outright win at Nurburg was a distinct possibility.

The 500 c.c. race was all-Cooper, the British cars filling the first five places and heading the German Monopolettas and a Scampolo with ease. That promising young driver Ian Burgess won the six-lap race by a few lengths from Ken Wharton, with works drivers Bill Whitehouse and Ken Carter next astern. Fifth was Toni Kreuzer (Cooper), the first German home.

RESULTS

Formula 2 Race (100 miles): 1. P. Pietsch (Veritas), 1 hr. 23 mins. 16 secs. (71.5 m.p.h.). 2. F. Riess (AFM). 3. W. Heeks (AFM). 7. F. A. O. Gaze (Alta).

Formula 3 Race (85 miles): 1. I. Burgess (Cooper), 1 hr. 19 mins. 57.2 secs. (63.81 m.p.h.). 2. K. Wharton (Cooper). 3. W. J. Whitehouse (Cooper). 4. K. E. Carter (Cooper). 5. Kreuzer (Cooper).

SUNDAY'S GRAND PRIX IN BELGIUM

THIS week-end's Belgian Grand Prix for Formula 1 cars over the tremendously fast Spa-Francorchamps circuit should mark the first appearance of the new Type 160 Alfa

Romeo, which has an improved 8-cylinder, 1½-litre two-stage super-charged engine giving even greater b.h.p. than the 430 of the Type 159, which has raced at Silverstone and Ulster this year. The "160" also has the new de Dion rear axle as seen on Sanesi's car at Berne three weeks ago, and extra side-tanks, which should enable the car to cover the 315 miles of the Belgian G.P. with only one pit stop.

Given reliability, this should assure Alfa's success at Spa, but Ferrari has entered three of his newest unblown 4½-litre cars, which are able to complete the distance non-stop, and the 15 entries are completed by several Lago Talbots, Bira's Osca, Chiron with a Maserati, and Gonzalez of the Argentine in a Milan Maserati. Parnell may drive the Ferrari Thin Wall Special, in which case he will be the only representative from this country.

Entries

Alfa Romeo: Farina, Fangio, Sanesi. Ferrari: Villoresi, Ascari, Taruffi. Talbot: Etancelin, Rosier, Giraud-Cabantous, Claes, Levegh, Pilette. Osca: Bira. Maserati: Chiron. Milan: Gonzalez. Thin Wall Ferrari: Parnell.

FERRARI 1-2-3 AT ROME

Moss's H.W.M. Fourth After Trouble

IT was another Ferrari day at Rome last Sunday, when the Italian drivers Raffaelli, Bianchetti and Marzotto brought their Maranello-built unblown 2-litre cars home ahead of Stirling Moss's lone H.W.M., after a strenuous race on the circuit around the ancient baths of Caracalla.

Moss, whose epic drive in last year's Grand Prix of Rome was still fresh in Italian minds, started a favourite, but mechanical troubles spoilt his run and the home-based Ferraris had things all their own way. Marzotto, the fastest of their drivers, dropped back with bothers, and surprise winner was M. Raffaelli, whilst veteran Luigi Fagioli in a 1,400 c.c. Osca won the 1,500 c.c. class and took fifth place in general classification. Hans Stuck in the Kuchen V-8-powered AFM showed promise at first but

had trouble, as did Carini's Maserati Six, which had surprised everyone at the start by taking the lead, which, alas, it could not retain.

RESULTS

(Formula 2 Race, 130.65 miles, 60 laps)
1. Raffaelli (Ferrari), 2 hrs. 5 mins. 42.2 secs, 61.18 m.p.h. 2. Bianchetti (Ferrari). 3. Marzotto (Ferrari), 2 laps behind. 4. Moss (H.W.M.). 5. Fagioli (Osca).

Fastest lap: Marzotto (Ferrari), 64.84 m.p.h.

ALLARD WIN AT BRIDGEHAMPTON

DRIVING a J2 Allard fitted with a 5.4-litre Chrysler o.h.v. V-8 engine, Tom Cole won the 100 miles road race for the Bridgehampton Cup in U.S.A. in the record time of 72 mins. 50.2 secs. Cole won this race in 1950 with a Cadillac-Allard.

LE MANS CUNNINGHAMS SAIL

THE three 5½-litre V8 Chrysler-engined Cunningham sports cars destined to race in the Le Mans 24-hours race on 23rd/24th June, left the United States last week on board the *Mauretania*, together with a spare practice car. The team of drivers, mechanics and pit personnel, totalling 25 persons and headed by Briggs Cunningham, followed by plane on 12th June.

A COMMITTEE appointed by the Board of Trade has agreed to recommend the gradual adoption of the International Metric System in the United Kingdom. Change-over, if and when it comes, will be a long and gradual process.

SUPPLEMENTARY Regulations for the I.M.R.C. Wakefield Trophy race are now available. Race takes place on 8th September, is International, will be run over the long (4.94 miles) Curragh circuit, and will be over 30 laps, making a total of 148 miles. The race will be run on an individual handicap basis, but incorporates a scratch class. Entries close on 18th August. Aer Lingus can fly participants and spectators from this country.

106 M.P.H. FOR 12 HOURS ON 1½-LITRES OF SPORTS CAR

This is no hot news, for these figures were set up at Montlhéry track last August, but Gerry Meharey gives much interesting and hitherto unpublished data on the basically standard Hansa Borgward car which achieved them.

THESE figures, achieved by a Hansa Borgward at Montlhéry, seem exceptional for a standard sports, 1½-litre car. When it is realized that they were achieved on a petrol consumption of 24½ m.p.g. of pump fuel, then they are even more remarkable. In all, a total of 12 International Class F records were claimed as a result of the record run which took place between 17-25th August of last year at Montlhéry. These ranged from 1,000 miles at 107½ m.p.h., to 5,000 miles at almost 90 m.p.h., and included the 24-hours at 95 m.p.h., and the 48-hours at over 91 m.p.h.

The motor-car which performed these feats was a standard 1½-litre German post-war car, a Hansa Borgward which, for the occasion, had its normal drophead coupé body replaced by a very beautifully contoured open body and its normal 3.75 to 1 back axle raised slightly.

The engine is a straightforward four cylinder unit of 72 mm. x 92 mm. (1,498 c.c.) having a compression ratio of 7.2 to 1 and with push-



RIDING HIGH: The record-breaking 1½-litre Hansa Borgward on the Montlhéry banking. Drivers were Momberger, Meier, Brudes and Schaufele.

rod overhead valves in line in the head. A three-bearing crankshaft is used. Carburation is by two Solex 32 PBJ downdraught carburettors which feed vertically into the cylinder head rather on the lines of a 328 BMW. This gives the motor an interesting appearance and, together with the curious shape of the valve covers definitely gives the false impression that inclined valves are used.

The carburettors themselves are

fed with air by two four-inch flexible pipes from two circular scoops about nine inches in diameter, placed directly behind the radiator air-intake and on each side of it. The "supercharge" effect obtained at speed adds quite appreciably to the urge available at the top end of the scale and, although no balance pipes appear to be fitted to the float chambers to equalize pressures, no troubles seem to have been met from the mixture angle. A Bosch coil-ignition system is used and a straightforward four-speed synchromesh gearbox is used in conjunction with a normal single dry-plate clutch. On the new Hansa Borgward standard sports car fully automatic transmission is available as an extra, but this was not used for the record attempts, in view of the extra weight involved and the power losses which are inherent in this type of transmission, however efficiently it may be designed.

The chassis is roughly X-formed with the engine in the upper V and the differential in the lower A.



BARE BONES: General view of the narrow X-formed all independently suspended chassis of the 1,498 c.c. Hansa Borgward sports car.

Fully independent suspension is used front and rear by transverse leaf springs. In front, the spring is mounted at the bottom and wish-bones are used at the top. At the rear the differential is mounted on the chassis and the drive is through swing axles sprung by the transverse spring and located by radius rods running forward to the chassis. Vertical, telescopic, hydraulic shock-absorbers are used all round, and hydraulic brakes are standard.

All these details add up to a very modern design, but why is it so outstandingly efficient? I think there are two main reasons. The first is the excellence of the streamlined form of the body. This is the result of much wind-tunnel testing on various scale models to get everything just right before the final full-size coachwork was started. The second, is the very good "breathing" of the engine due to the straight-through, absolutely draught design of the inlet tracts and the comparatively, by modern standards, long stroke.

The power claimed for this and the normal sports engine is 66 b.h.p. at 4,400 r.p.m. This propels the drophead coupé at a factory-stated maximum of 93 m.p.h., and propelled the *Recordwagen* at Montlhéry at the highest timed



Clean fronted aspect of the left-hand-drive Hansa Borgward.

speed of 117 m.p.h. My personal view is that the engine of the latter, whilst being in every respect standard, was, due to ultra-careful assembly and finish and due to the supercharging effect of the air intakes, calling on the services of quite a few additional and very hairy-legged horses!

With all due respect to the die-hard followers of the so-called tradi-

tional style of British sports-car bodywork, the foregoing makes me wonder what could be done with a smoothed-off, wind-cheating, and possibly lightened version of the Stage 2 TD which, after all, produces a similar power on 250 c.c. less. What about it Abingdon?

GERRY MEHAREY.

(See AUTOSPORT issue dated 1st June, page 684.—Ed.)

LIST OF B.R.M.A. ORGANIZERS

London, Bedfordshire, Berks, Bucks, Cambridgeshire and Cheshire

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245	Clarke, D. H.	"Dawn", 103 Bedford Street, Crewe.	
385	Clarke, F. C.	9 Borth Avenue, Mile End, Stockport.	
135	Reynard, R. J.	32 Coniston Road, Oakley.	

(To be Continued)

FISCHER DOES IT AGAIN

FERRARI DRIVER'S ANGOULÊME VICTORY—CHIRON (H.W.M.)
MAKES FASTEST LAP—LANCE MACKLIN (H.W.M.) WINS HEAT

RUDOLPH FISCHER, of Switzerland, consolidated his recent Formula 2 success at Aix-les-Bains with another win in the 2-litre unblown Ferrari last Sunday at Angoulême. The Circuit des Remparts, as the event was called, was run in two heats and a final over a tricky, winding course made more difficult by thin, constant rain. The 17 entrants included Lance Macklin and Louis Chiron with H.W.M.s (Stirling Moss was racing his at Rome the same day), the Ecurie Gordini 1,500 c.c. unblown Simcas, Fischer's formidable Ferrari and three Panhard flat-twin-engined D.B.s, which, as at Aix-les-Bains, were to prove the sensation of the race.

First heat winner was Lance Macklin in the British H.W.M., after an exciting struggle with René Bonnet's impudent little D.B., which was fitted with an oversize Dyna-Panhard unit of 850 c.c. Bonnet nipped past Macklin on the third lap and kept ahead for over 20 laps. The green car then took the lead to the end, winning the 40-lap heat at 40.8 m.p.h. Chiron's H.W.M. suffered from constant misfiring and could only manage sixth place, while the Simcas of Manzon and Trintignant seemed off form.

Eight cars lined up for the second

éliminatoire, and at flag-fall Harry Schell's J.A.P.-engined Cooper 1,000 left the line like a shot from a gun, pursued by Elie Bayol in a 750 c.c. D.B.-Panhard and Fischer's Ferrari, taking things quite calmly. Schell and Bayol scrapped for the lead for a few laps, but Fischer could not be denied, and moved into first place on lap five. Schell's Cooper began to sound unhappy and dropped back, then went out altogether after six laps. Simon did something to retrieve Simca fortunes by forcing ahead of Bayol's D.B., then the latter lost two places through a plug lead becoming detached, whereupon Orley (Veritas) and Thépenier (Simca) moved up. Fischer lapped every car but one, Simon's Simca, during the 40 laps of the heat.

The final was notable for a first-lap mêlée at an acute bend, where Alexander Orley, misjudging the turn, hit the wall, his car bouncing back into the path of Chiron's H.W.M. and Trintignant's Simca, delaying them considerably, though little damage was done. By this time Macklin and Fischer were well away, the former giving way to the Ferrari on the fourth lap. Chiron, rejoining the race, set out to make up the time loss, and with his car running better this time, the veteran Frenchman gave a magnificent dis-

play of driving, drawing up from last to sixth place by the end of the 80 laps and making fastest lap of the day in 1 min. 4.1 secs., an average speed of 44.8 m.p.h.

Nothing could be done about the leading Ferrari, splendidly driven by Fischer, and Macklin settled down to second place, whilst behind, the amazing little D.B.s once again delighted everyone by their performance, Bonnet's car holding third place from the Simcas and the rest of the field until trouble intervened, at which Michel Aunaud moved up and scored a magnificent "third" in a Formula 2 race. Certainly the Simcas had another off-day, for fourth, fifth and seventh was hardly up to their usual standard.

RESULTS

Heat 1 (40 laps—32 miles): 1, Lance Macklin (H.W.M.), 46 mins. 56.4 secs., 40.8 m.p.h. 2, Bonnet (D.B.-Panhard), 47 mins 5.5 secs. 3, Aunaud (D.B.-Panhard), 47 mins. 6.5 secs. 4, Manzon (Simca). 5, Trintignant (Simca). 6, Chiron (H.W.M.). 7, Mas (Simca).

Heat 2 (40 laps—32 miles): 1, Fischer (Ferrari), 46 mins. 19.9 secs., 41.4 m.p.h. 2, Simon (Simca), 47 mins. 29.2 secs. 3, Orley (Veritas), 1 lap behind. 4, Thépenier (Simca). 5, Bayol (D.B.-Panhard). 6, Wagner (BMW).

Final (80 laps—64 miles): 1, Fischer (Ferrari), 1 hr. 28 mins. 11.2 secs., 43.5 m.p.h. 2, Macklin (H.W.M.), 1 hr. 28 mins. 32.1 secs. 3, Aunaud (D.B.-Panhard), 1 hr. 28 mins. 58.7 secs. 4, Manzon (Simca). 5, Simon (Simca). 6, Chiron (H.W.M.). 7, Trintignant (Simca). 8, Bonnet/Bayol (D.B.-Panhard).

Fastest lap: L. Chiron (H.W.M.), 1 min. 4.1 secs., 44.8 m.p.h.

KEN BANCROFT WINS "STOTT"

THE Lancs and Cheshire C.C.'s Stott Trophy Trial was held on 10th June over a 35-mile course in Cheshire and Derbyshire, 22 cars starting from the Rising Sun Hotel at Gawsworth, near Macclesfield. A Double Garage Test was held in the Rising Sun car park, A. J. Lilley being best with 18.8 secs., and K. Bancroft and A. Butler tying for second place with 19.6. Following this test came a timed road section of 15.1 miles, with speeds of 30 m.p.h. required for specials, 25 m.p.h. for sports cars and 23 m.p.h. for standard saloons. The road section was in the Goyt Valley and Saltersford Area and proved no mean test for the Trial Specials.

The Acceleration Test followed and J. Clegg was fastest here with 12.2 secs., second fastest being K. R. Bailey, 12.8 secs. An XK 120 Jaguar, in the hands of G. Mangoletsi, tied with Clegg, but unfortunately overshot the finish line

and was penalized. A novel Rolling Test was held on a quiet moorland road where competitors had to roll forward for 70 yards dead engine, reverse with engine driving and roll forward again to the finish line. K. Bancroft, with an export Ford Anglia, recorded the best roll here with 50½ secs., and a good attempt was made by B. K. Thompson with his new Renault (but no cigar today) in 52½ secs.

The lunch stop was at the Bee Hive Inn at Coombs, near Chapel-en-le-Frith, amid pleasant surroundings, and here two tests were held during lunch. The route now led to the Downhill Braking Test, comprising 80 yards downhill and stopping in a box 15 ft. long. A. J. Lilley (Ford Anglia) was quickest with 13.4 secs. Good attempts also were made by B. K. Thompson, K. Bancroft, R. D. Lodge and A. W. Lilley. The Width Judging Test, held near Thornssett, was a

ticklish job for some drivers, nevertheless K. Bailey managed to squeeze through with hardly any clearance at all, and C. E. Jackson managed a 1.25 ins.

The final test, held on Cheetham Hill, near New Mills, was a Kerb Parking Test and caught out several of the drivers, some of whom mounted the kerb and failed. A. J. Lilley returned the best aggregate time and distance and K. Bancroft's attempt was also excellent. The event finished at the Swan Hotel, New Mills.

PROVISIONAL RESULTS

Capt. Stott Trophy: K. Bancroft (Ford).

Novice Award: A. L. Gregory.

1st Class Awards: A. J. Lilley, A. W. Lilley, B. K. Thompson.

2nd Class Awards: C. E. Jackson, R. D. Lodge, J. Clegg.



SCOTTISH ENTERPRISE: Joe Potts and co-designer Willie Rogerson at work on one of the latest J.P. lightweight "500s", in the well-equipped garage at Bellshill, Lanarkshire.

SCOTCH CORNER

by "Bodach"

R.A.C. Rally Reflections—Ferry Story—
Welcome to Scotland—The Kydd Brothers

SEENING the R.A.C. invaded Scotland for their Festival of Britain Rally I suppose I may be allowed to pass some comments. Here in the North two sportsmen worked particularly hard to make easier the way of the 200-odd competitors. One you already know, A. K. Stevenson, who represents Scotland at all the major occasions, organizes our own R.S.A.C. Scottish Rally and generally makes us toe the line (often against the grain, let it be discreetly murmured) concerning all things sporting. The other is David Stewart who so well looks after the interests of the R.A.C. in this part of the world. For days prior to the rally the latter practically lived at Dunoon and it was due to his careful planning that competitors were taxied from the Dunoon control to their hotels. This may seem a trifling job to those who don't know the total number of cabs that operate in Argyllshire. On the Tuesday night he got only half an hour in bed, for he stayed to help the accountants until the wee sma' 'oors and was up again to start the first man off at 5 a.m. Definitely a good sort!

AFTER leaving Dunoon the next control was Carlisle and competitors had their own choice of route. The problem of getting the best transport across the River Clyde appeared to worry some. A local wag trading on one fair Sassenach's ignorance told her to phone the Commodore of the Erskine Ferry to

reserve accommodation. The lady in question eventually got into touch with the Navigation Trust who gave her the telephone numbers of three officials who might be able to help her. Eventually, I'm sure out of complete frustration, she crossed via Renfrew Ferry and when last seen was inquiring in Paisley how to get to East Kilbride! Incidentally, it was surprising the number of drivers who were reported motoring at speed towards Edinburgh!

My particular job allowed me to speak to every competitor, and as a disciple of the Scottish Tourist Board I said to each, "Welcome to Scotland." (I learned this trick from an Irish porter!) Frau Muchle caused me furiously to think when she inquired; "You Scots have a language all of your own, is this not so?" To my affirmative reply she continued, "Say something to me in your Gaelic." Not having the sublime language I was about to admit defeat and send away a disappointed customer when suddenly I recalled the words learned in a Dublin "Soug" after the Curragh races and sonorously chanted, "Turram an deoch beor," gasped and added, "cead mile failte." The whole, VERY roughly translated meaning, "... In case I offend the Nationalists of Eire and Scotland I'd better desist." But my Teutonic friend thinks I said, "There's a mighty welcome every time you return to Scotland."

THE pick of the hill-climb drivers have chosen Rest-and-Be-Thankful as one of their counting events in the R.A.C. championship. I can see a grand tussle on 7th July between the present title holder, R. D. Poore, and Ken Wharton for you may remember that the Alfa Romeo driver just beat the versatile Ken by the microscopic margin of .04 sec. If either of them hesitate at all, then Sidney Allard is in easy street, always provided Ron Flockhart and Bob Haddow don't nip in ahead of him! Equally thrilling, too, should be the S.S.C.C. International "Kinneil" for which entries close tomorrow (Saturday, 16th June).

FOR a season or two we have missed the Kydd brothers, Kenneth and George, from our events and from certain ones staged by the Ulster A.C. Lack of a suitable car for high-speed work has been their handicap but they haven't lost interest. Both of them are stout supporters of the British Legion down Girvan way, and in the Freddy Mort country they are running a car rally on 8th August to augment the local branch of the B.L.'s funds. For this they have elevated the status of Bodach to Honorary Steward. Last year they raffled a Bond Minicar; this year it might be anything from one of their prize spaniels to a Rolls-Royce!

EIGHT CLUBS' ANALYSIS

AN interesting feature of the One-Hour High Speed Trials held during the recent "Eight Clubs" meeting at Silverstone, was the team contest, judged on the mileage exceeding a set figure. During the one hour run, the team comprising A. J. A. Stokes (Healey), Miss H. M. Loysdon and Mrs. H. Willis (Frazer-Nash BMW) and J. E. Mansfield (Frazer-Nash), each of whom was allowed 54.672 miles standard distance, jointly exceeded this allowance by 16.005 per cent. This percentage beat that scored by a trio of XK120 Jaguars driven by F. Howorth, E. P. Scragg and Vernon Pilkington, who bettered their allotted distances of 56.95 miles by 13.747 per cent. All other teams competing lost a member and were thus out of the running.

Owing to a programme error, E. Allen Asquith, entrant of a Healey, was given as driver, whereas in fact this office was performed by P. J. Simpson. Similarly, D. Wood's place at the wheel of an XK 120 Jaguar was taken by Vernon Pilkington.



A general view of the start of the 1951 Bol d'Or 24-Hours' Race at St. Germain.

The A.M.O.C. Goes to the Bol d'Or

As Told by Dudley Coram, Hon. Sec. of the Aston Martin Owners' Club

LAST year one of the keenest members of the Aston Martin Owners' Club, Kenneth Dace, witnessed his first Bol d'Or and returned to this country full of enthusiasm for the event, firmly convinced that a 1½-litre Aston Martin could pull off the race again as it did in 1939. It was at Brighton speed trials, later in the year, that Dace enlisted the help of Jerry Ames and together they began to work out a plan for a team of Astons to run in the 23rd Bol d'Or.

An appeal to club members brought in many volunteers—drivers with their cars, mechanics, doctors, timekeepers, and chart keepers—some with lots of experience—others pure novices, but all with plenty of enthusiasm.

Of course, at this juncture, we had no idea that the race would be run on the St. Germain course. We had fully expected that Montlhéry would be used and this would have been a distinct advantage to the Astons, which are at their best on long straights and thrive on a sustained effort. In 1939, Contet,

driving a 1½-litre Aston, won the event at the amazing average of 59.6 m.p.h., covering 1,433 miles. We very soon found out, however, that the St. Germain course was to be used and that Simcas were putting in a team of 1,500 c.c. sports cars. We now knew that we had a tough proposition on our hands, but this made the little *équipe* all the keener.

Our vice-president, Sammy Davis, was consulted and he suggested an immediate meeting with all concerned. With Sammy in the chair, a pleasant informal dinner took place at a Thames-side inn, and much was learned by one and all. From then on Sammy was constantly being worried on all kinds of queries, but the answers were always forthcoming.

At the turn of the year Dace journeyed to Paris, met M. Eugene Mauve, the organizer of the race, and returned with an enthusiastic invitation for us to send nine cars. He also brought back many photographs and maps of the circuit which were closely studied. All this time the

preparation of the cars was going on, and, as most of the team used their Astons as daily hacks, in the true clubman manner, the progress was not always as good as it might have been.

In March we felt that, as most of the cars were ready, the next important thing was to have a full-scale practice to test drivers and organization. Our good friend Mr. Hall came to our aid here and offered us Brands Hatch. Needless to say his offer was immediately accepted and actually two practice sessions were organized with day and night driving. Brian Johnstone attending the second one which went "on the air" with "In Town Tonight".

These two practices were invaluable and we soon discovered that there were a host of loose links in our organization that needed attention. The tests also disclosed one or two unhappy faults in the cars which had to be remedied.

Our 'D day' was Monday, 28th May, the day on which we had arranged the convoy should depart for France via

The Bol d'Or—continued

Dover, and it came on us all too quickly. A week prior we were faced with the loss of three cars. Two could not be got ready in time and the third could not be driven because the owner-driver had been despatched overseas on H.M. business. To add to our worries one more car had a terrific amount of work to be done on it which was being held up for want of small components.

The *équipe* assembled for its farewell luncheon at the Whyte Hartie Hotel, Bletchingley, before forming up for the trek to Dover and France. A large number of members headed by Sammy Davis turned up to wish the teams well, and a number of guests, including Lord

practice session on the Friday and much had to be done, in particular to John Parker's Ulster which had to have new pistons, new con. rods and quite an amount of work on the front springs which had shown up their weakness on the pavé. Both Jack Playford and Joe Bestente worked solidly for these three days, dividing their attention between the six cars.

On Friday the cars were assembled at the Simca Garage in St. Germain for the official scrutineering, and afterwards the whole A.M.O.C. party were the guests of Simcas, when much hospitality was dispensed to hail the new 9-h.p. "Aronde".

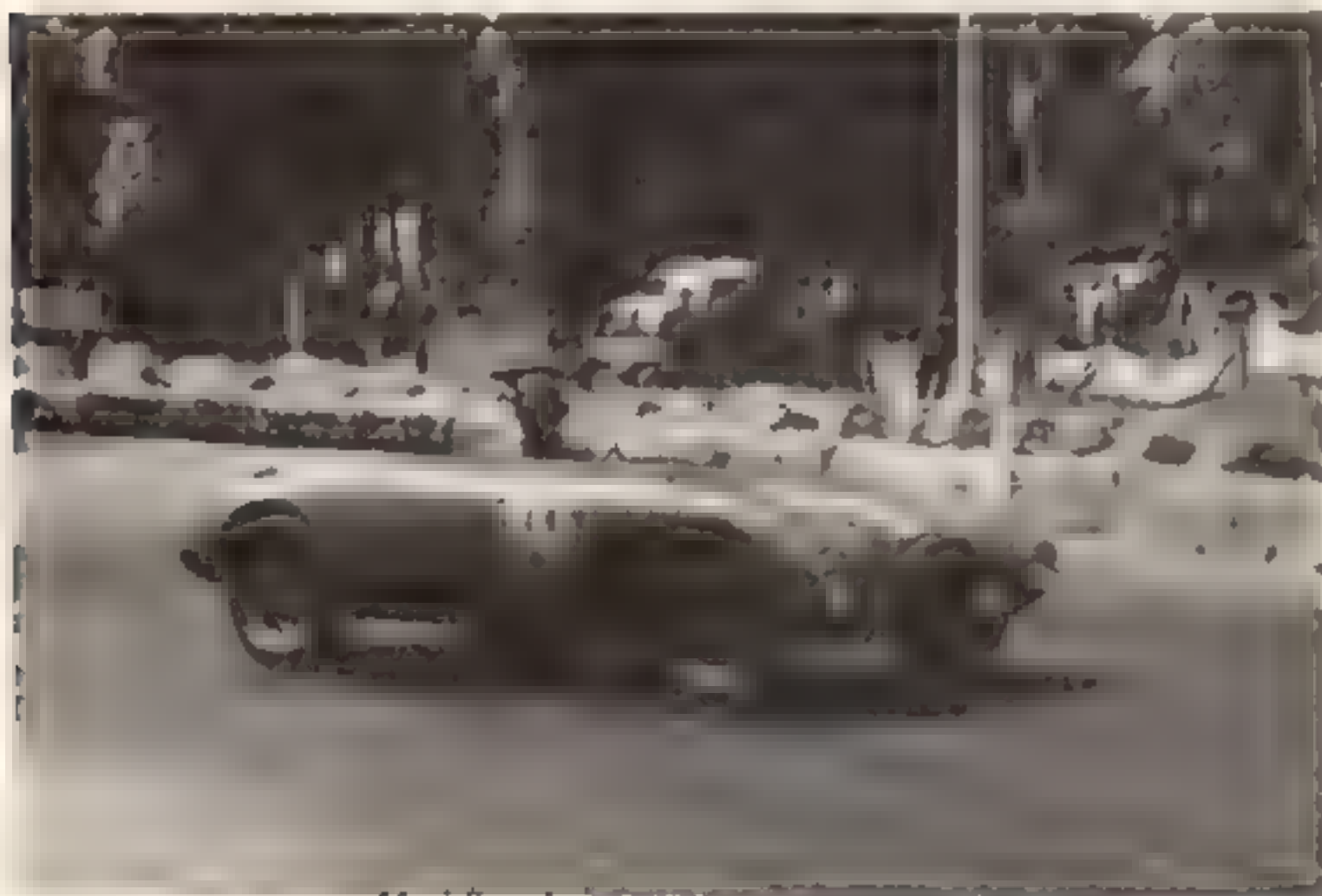
The final briefing of the drivers took place at 3.30 in the afternoon of race

day and the whole party then proceeded to the course where they were soon involved in a traffic jam that made a Silverstone exit look like a tea party. On arrival at the pits the party found that the Simca *équipe* had been allocated some of the same benches, but after some bad French on the one hand and some polite smiles and gestures on the other, the club-men gave way and took what was left.

At 5.57 precisely, or 17.57 if you prefer it the correct way, they were off to a Le Mans start, the order on the first lap being Scaron (Simca), Behra (Simca), Robertson (Aston Martin) and Le Jamtel (Dergé-Redex). These positions remained much the same for the last few hours of light. In the meantime Ken Dace, on his seventh lap and lying fairly well up, came down the "Carrière" straight in a bunch of several cars, failed to make the corner, hit Scaron's Simca in the tail and broadsided into a single line of straw bales. The unhappy Dace was only superficially hurt, but unfortunately two spectators in a prohibited area were killed and a number of others received injuries.

Naturally, as light faded, the pit staff looked to the many electric lamps provided by the organizers, only to discover that someone had forgotten to put in any bulbs. One piece of electrical mechanism which was working most efficiently, however, was a large loud-speaker mounted on the roof of the Aston pit which had made the use of deaf-and-dumb language essential. After dark this noise suddenly ceased by some unexplained means. It was probably due to a fault in the wiring or maybe a little attention from parties unknown.

Scaron, the winner of the 1951 Bol d'Or, cornering with his very fast 1½-litre Simca



Charnwood (who as Jack Benson once managed the Aston stable), Bunny Tubbs, John Bolster and Tony Rolt.

When last seen the convoy of nine Austons, a 4½ Lagonda, a Speed Twenty-Five Alvis and Claude Hill with tender was on its way winding through the village of Bletchingley with everyone in high spirits.

St. Germain was reached on schedule and the only mishap recorded was a wing adrift on one of the Austons which was not competing. To everyone's delight, especially to Joe Bestente, Jack Playford and Claude Hill, who were going to do the plumbing, it was discovered that our good friend Eugene Mauve had secured for us the use of a first-class workshop and garage, which would accommodate all our cars, attached to the Club H.Q. the Hotel du Prince du Galles.

The French were very pleased to see the party from the "Owners" Club, and showed their appreciation in a very practical manner by laying on a cocktail party, complete with the Mayor and a number of local notables.

There were two clear days before the

Team Manager Ames yells instructions to mechanics working on Ivor Robertson's car





Fred Noar (Aston Martin) about to pass one of the 1,100 c.c. Simcas.

The first "casualty" was Robertson, whose Ulster was suffering from a defunct dynamo, coupled with a violent discharge of its battery. Putting this right lost him several places from the third position that he had held so consistently. The next "casualty" was a serious one. Tony Platt's Ulster slipped its timing on the Houx section and the driver returned the car on the spot after some delay. On passing the pits on his next lap he gave the "all is well" signal but after one more lap he poked a valve through a piston with considerable damage to the surrounding metalwork. The moral of this little episode is to stop and get expert attention. There were many retirements during the night and quite a few cars spent more time in the pits than on the circuit, but there were no more serious Aston troubles until after dawn when Noar broke a valve spring.

At 6 a.m. the order was Scaron (Simca), 277 laps; Le Jamtel (Dergi-Redex), 269 laps; Michel (B.M.); Collange and Behra (Simcas); Lanique (1,100 Simca); Peter Stewart (Aston Martin) in seventh place; Pons (Panhard-D.B.); Mrs. Hammersley (Peugeot); Fred Noar (Aston Martin) in 10th place; Chauzy (Volkswagen); Ivor Robertson (Aston Martin) in 12th place; and John Parker lying 17th.

As day broke and the sun came up, good and strong, it soon became apparent that all the Astons were going slower, particularly Peter Stewart who was enticed in to receive reviving treatment. But Ivor Robertson was not going that much slower, and after 18 hours, had retrieved five lost places and had passed Peter Stewart, who was now lying eighth—just behind—with Fred Noar in ninth place.

With two hours to go the positions were Scaron, Le Jamtel, Michel, Lecerf, Robertson, Mrs. Hammersley, Stewart, Chauzy, Noar, Monet, and Parker—the leader having 516 laps to his credit. These positions they all held until the end of the race and there was not much to fear of anyone catching up, as the separating distances were too great, with the exception of Chauzy in the Volkswagen, who was pressing Peter Stewart continuously, and Peter was given some

pretty dramatic signals in consequence.

As time drew near to the finish all the cars left in the race were really going their utmost and some of the fastest laps of the day were put up in the last hour. When everyone was anxiously watching for the 18.00 hours, a notice suddenly appeared in the Simca pit alongside indicating that the race had ended and consequently cars began to pull in. There was a hurried denial from the "Organization" and cars were hurriedly despatched on further laps. Then it was noticed that no more cars were coming round and the various pit staffs espied a congestion of cars down the other end of the Pontoise Straight which seemed to indicate a rather "anticlimax" finish. The French have a way of doing things like that sometimes.

The finishing order for the Astons was: Ivor Robertson (1½-litre Ulster) 5th General Classification (1,221 miles at 51.38 m.p.h.); 2nd 1,500 Class; Peter Stewart (1½-litre Ulster) 7th Gen. Clas., 4th 1,500 Class; Fred Noar (1½-litre Le Mans) 9th Gen. Clas., 5th 1,500 Class. John Parker (1½-litre Ulster) 11th Gen. Clas., 6th 1,500 Class.

Circuit Chatter

The winner's (Jose Scaron—1,500 Simca) mileage was 1,447, and average speed 60.3 m.p.h.

A visitor to the "stable" was the French driver Poilédry, who came third in general classification in the Bol d'Or of 1938 and secured the 1,500 c.c. class win with L.M. 18, an ex-team Aston—and he had L.M. 18 with him!

The Aston boys received a great deal of help from the Simca people in the next pit and, when two of the Simcas had packed up, were loaned two of their mechanics.

Aston pit personnel consisted of Team Manager, F. J. Ames, Mechanical Side, Joe Bestente, Jack Playford and Claude Hill; Organization, Mrs. A. C. Rudd; In charge of the refuelling party, John Ching; Doctors, Dick Adams and Michael Bull; Charts, Mrs. John Ching, Gordon Andrew, Malcolm Hardy and Peter Doyle; and assisting in various capacities Chris Angell, Tom Hankey, Vernon Hinkley, Michael Wood, Leonard

Francis, Ted Harvey, Stuart Sharpe and Leonard Baker.

The Spares "Pack-up" was supplied by Friary Motors of Windsor.

Robertson and Stewart used Dunlop tyres.

Noar and Parker used Wyresoles.

All cars used K.L.G. plugs, S.U. carbs., Borg and Beck Clutches, Mintex Brake and Clutch Linings, Esso Fuels and Oils, and Redex.

The Expedition was financed by the entrants and a fund subscribed to by members of the Aston Martin Owners' Club.

Robertson's Ulster was built in February, 1935, Stewart's, raced by T. Thomas (fifth in class 1935 Le Mans) and by Ernest Stapleton and Mort Goodall, Donington Park 1937, was built in January, 1935.

Fred Noar's Le Mans is a standard 1933 production car and John Parker's Ulster is a 2-4-seater touring model manufactured in April, 1935.

Robertson, Stewart and Platt lapped the 2½-mile circuit around 2 mins. 4½ secs. The 1,500 c.c. Simcas averaged 2 mins. 20 secs.

KENTISH BORDER GYMKHANA

KENTISH Border C.C.'s Gymkhana was held last Sunday, 10th June, in a large field at Kingsdown, near Brands Hatch. With fine sunny weather gracing the occasion a good day's fun was had by all, including the children. Results were as follows:—

Vern Warner Trophy and Replicas: H. E. Cox (Ford 10 Saloon).

Best Performance (Saloons): B. H. Dees (Ford 10).

Best Performance (Open Cars): R. F. Chappell (Dellow S.). **Runner-up:** A. Rumfitt (Cotton).

As there was time in hand an extra test was put on and the results of this were:

Best Performance (Open Cars): A. Rumfitt (Cotton).

Best Performance (Saloon Cars): F. B. A. Hennessy (Frazer-Nash-BMW).

NOVEL ECONOMY RALLY

THE Cheltenham M.C. ran a very successful Cotswolds Rally on 6th June, using a special economy formula in relation to m.p.g., passenger space and time lost at checks and special test. This was probably the first event of its type to be held in this country, and attracted an entry of 46 cars.

RESULTS

Class A: J. P. Higgins (Renault), 53.2 m.p.g. (Performance Index 41.0). **1st Class Awards:** P. Whiting (Standard), 52.0 m.p.g. (42.9); Mrs. Readings (Morris Minor), 48.6 m.p.g. (45.5).

Class B: J. Chesters (Javelin), 30.8 m.p.g. (46.7). **1st Class Awards:** T. Critchley (Riley), 30.8 m.p.g. (37.1); J. Butters (Mercury), 20.9 m.p.g. (38.7).

Class D: F. M. Harris (Austin), 58.5 m.p.g. (48.9). **1st Class Award:** S. H. Skinner (S.H.S.), 53.2 m.p.g. (44.9).

Demonstration (No Award): C. M. Walker (Bond), 78.0 m.p.g. (52.5).

RUSSELL LOWRY'S

Northern Lights

EVEN RACING DRIVERS WALK—"COO, RACER" AGAIN—THE
WITNESS WILL SAY—FOR LACK OF A HORSESHOE NAIL

THE use, abuse and disuse of Belisha crossings is making Northern headlines at the moment, and the usual nonsense is being talked from the extremes of both sides. I, personally, know of no Northern city in which pedestrians, as such, pay the slightest attention to Mr. Belisha's orange groves. If they feel like crossing the road, they emulate the chicken in the nursery riddle. I do exactly the same when walking, and wouldn't dream of trusting my hard-earned neck to the theoretical safety of a provincial crossing place, although when in London, I wouldn't dare to cross anywhere else. Surely, that's the key to the situation—if the traffic in a town is sufficiently concentrated to force the observance of crossings, they will in fact be observed—if the town is not busy enough, the crossings are superfluous.

In Paris, the law runs—or used to run—that if you were knocked over on a crossing, the driver was automatically in the wrong, whereas if a pedestrian was knocked over anywhere else but on a crossing, he or she was automatically wrong. A typical piece of French realism which would never do for Englishmen.

* * *

PEOPLE who poke fun at "daring racers" who take part in production and saloon car events, in gent's city saloon carriages, but insist on wearing crash helmets and goggles, obviously don't realize the satisfaction to be derived from walking round the pit area negligently dangling the battle bowler in the right hand, while the left carries a pair of string-backed gloves and the goggles (smeared with flies caught that morning in the kitchen) encircle the throat. Anyhow, the thing does no harm and gives more fun than originally intended, so why worry? A practice that really is naughty is the carrying of racing or trial numbers on the way home after an event has been concluded. I can't remember a time when this was not frowned upon, but nobody has ever managed to do anything about it except the M.C.C. who call in numbers at the finish. I believe that in at least half the cases seen, pure forgetfulness is the cause.

* * *

THE other day we were discussing the difficulty of obtaining an accurate account of what really happened at any given accident. One of our little group felt that it must be possible to find out the truth, even if some of the witnesses were not being particularly co-operative. Perhaps he was right. If so, let him pick the bones out of this one.

Four of us in one car were motoring rapidly up a long, straight hill, and on arriving at the top, were horrified to find a phalanx of three (may have been four)

large motor-cars coming in the opposite direction and occupying almost the entire width of the road for their private dice. One was a Rolls, one a Jaguar and one a Humber. One was being driven by a woman. One was green (or it may have been blue) and one of them contained a man with a very red face who looked extremely frightened. The whole scene lasted only a second or two as the speed of approach was well over 100 miles an hour, but all four of us in the innocent car were wide awake and watching, and though we discussed the matter at length on the spot, we could not for the life of us establish who was trying to pass whom, which car was in front, or which one was right over on his wrong side. On second thoughts, perhaps we were dead, anyhow!

* * *

AS I passed a banking palace the other day, a small car drew up and out stepped one of Liverpool's Financial Wizards. But the burly figure driving the car was so familiar that I forthwith climbed in to occupy the vacated seat. One had hardly seen John Kingham since the cares of paternity caused his withdrawal from the sporting scene. In days gone by, John put in an immense amount of work for the J.C.C. (as it then was) the Liverpool M.C. and the M.G. Club. His departure left a gap in more ways than one, and it is very much hoped that when the patter of tiny feet subsides, this stalwart of the sport will return to the fold.

* * *

SOME readers may remember that following a string of punctures, I came across the Carlton nail-extracting device, and promised to give it a trial. For the past month, therefore, I have been running around with one protected and one unprotected rear wheel, so as to judge the difference. During that time, rather more than 3,000 miles have been covered in Scotland, England and Wales, over all sorts of surfaces. Until yesterday, I hadn't had a puncture, and could only make a nil return. Then, an enormous carriage bolt went slap through the unprotected cover—and very uncomfortably too, as we were batting at the time. Examination of both rear tyres now reveals that the punctured one is much more scarred by stones, glass, nails, thorns, etc., than the other, and on several occasions a resounding clink has shown that the Carlton was on the job of removing things from horses' hooves. In ordinary road use, the only disadvantage is a faint whining noise when the extractor comes into contact with the tyre, but for rough country, especially where tyre trouble might bring penalties for loss of time, I would heartily recommend the Carlton Tyre-Saver.



"For ye'll tak the high road and . . . Len Shaw (M.G.) followed by T. Beckingham (Vauxhall) and a couple of Hillman Minsters on the Loch Lomond road near Luss

The R.A.C. International Rally

**Jaguar, Vauxhall, H.R.G., M.G., and Morgan
Successes in Magnificent Long-Distance Event**

GLORIOUS weather helped to make the first International Rally of Great Britain an outstanding success. The R.A.C. gave a great deal of thought to this event, and the outcome was an admirably-chosen course which proved to be a real test of driving skill, and the stamina of normal production motor-cars. It is to be hoped that the rally will become an annual fixture, for, when a few things are sorted out, it will stand comparison with the greatest of the Continental events.

The routing of competitors via Scotland was extremely popular, and gave many people their first glimpse of the Western Highlands in all the splendour of early summer. Special tests were excellent, although the confusion resulting from the Silverstone curtain-raiser gave rise to a situation almost without parallel in an International event.

Ian Appleyard (XK 120 Jaguar), Britain's Number One Rally-dicer, won the over 3,000 c.c. open category. The closed class went to R. Harper (Vauxhall Velox), although at the time of going to press the results of a protest had not yet been announced. Jack and Jim Readings (M.G.) won the under 1,500 c.c. closed-car class from a stern Javelin challenge, including a team from Holland. John Brown (H.R.G.) dashed Jupiter and M.G. hopes in the open category, with Mrs. Nancy Mitchell (H.R.G.) runner-up. The team prize went to the Plus Four Morgans, and these grand little cars did remarkably well to take second and third places in the open class from the largest number of XK 120 Jaguars ever to assemble for a competitive event. As a matter of interest, no less than 37 of these cars were in the entry list.

FROM starting points at Brighton, Cheltenham, Harrogate and Skegness the cavalcade converged on Silverstone for the 30 minutes high-speed test. The original entry of 266 cars was depleted by 40 non-starters, of which 14 failed to report at the Cheltenham control. The R.A.C. generously permitted the entrant of an M.G. saloon to have his car scrutineered on the Monday, instead of the Sunday as indicated in the regulations.

Scrutineering under Roy Taylor was meticulously carried out in the Regent Garage, Cheltenham, and it was surprising the number of cars which were found to have maladjusted brakes, and various mechanical defects. These were put right to the satisfaction of the examiners, and G. B. N. Leadbetter and the merry men of the Cheltenham M.C. had no non-starters from amongst the arrivals.

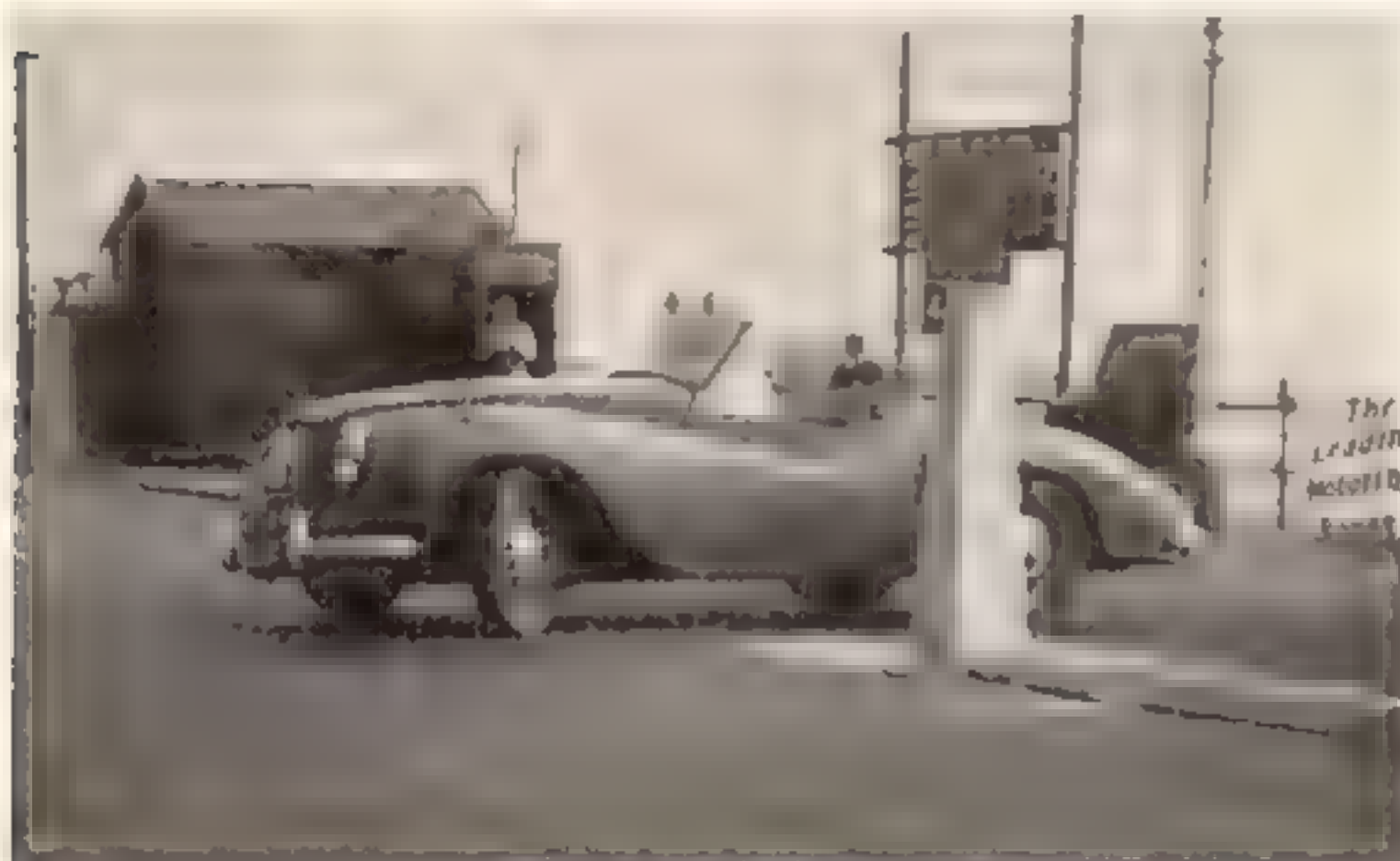
From Cheltenham the route lay via Bredon, where the Hants and Berks M.C. operated a check control. At Silverstone, the control was situated inside the course, and at the entrance, Shell Tyresoles and Dunlop service vans did a roaring trade.

★

SILVERSTONE: (Right). H. Crossley (Austin A90), Peter Morgan (Morgan) and W. J. Knight (Triumph), at Stowe Corner during the speed trial

★

BLACKPOOL: (Below). Godfrey Imhof (Jupiter) reversing during the test on the promenade.



The much-discussed high-speed trial consisted of a pre-determined number of laps of the club circuit to be completed within 30 minutes. Closed cars under 1,500 c.c. were required to do 11 laps, the open vehicles, 12, the closed over 1,500 c.c. contingent, 12, and the open over 1,500 c.c. entrants, 13.

Some of the devices used by competitors to keep a check on the number of laps completed were ingenious, and included the use of marbles, children's toy counters, cherries, book matches, chalk marks on the fascia, gummed-on strips of paper, and, in one instance, clothes-pegs on the sun visors. Timing arrangements were in the hands of members of the Bentley Drivers' Club.

Despite these most elaborate preparations, quite a number of drivers lost count of their laps, and went on to do an extra one. Others who learned that they had been penalized for doing one more than necessary, objected strongly, and this subsequently led to the shower

BOURNEMOUTH: Mrs. Nancy Mitchell (H.R.G.), who finished second in the under 1,500 c.c. open car class, coming out of the first chicane in the final eliminating test.

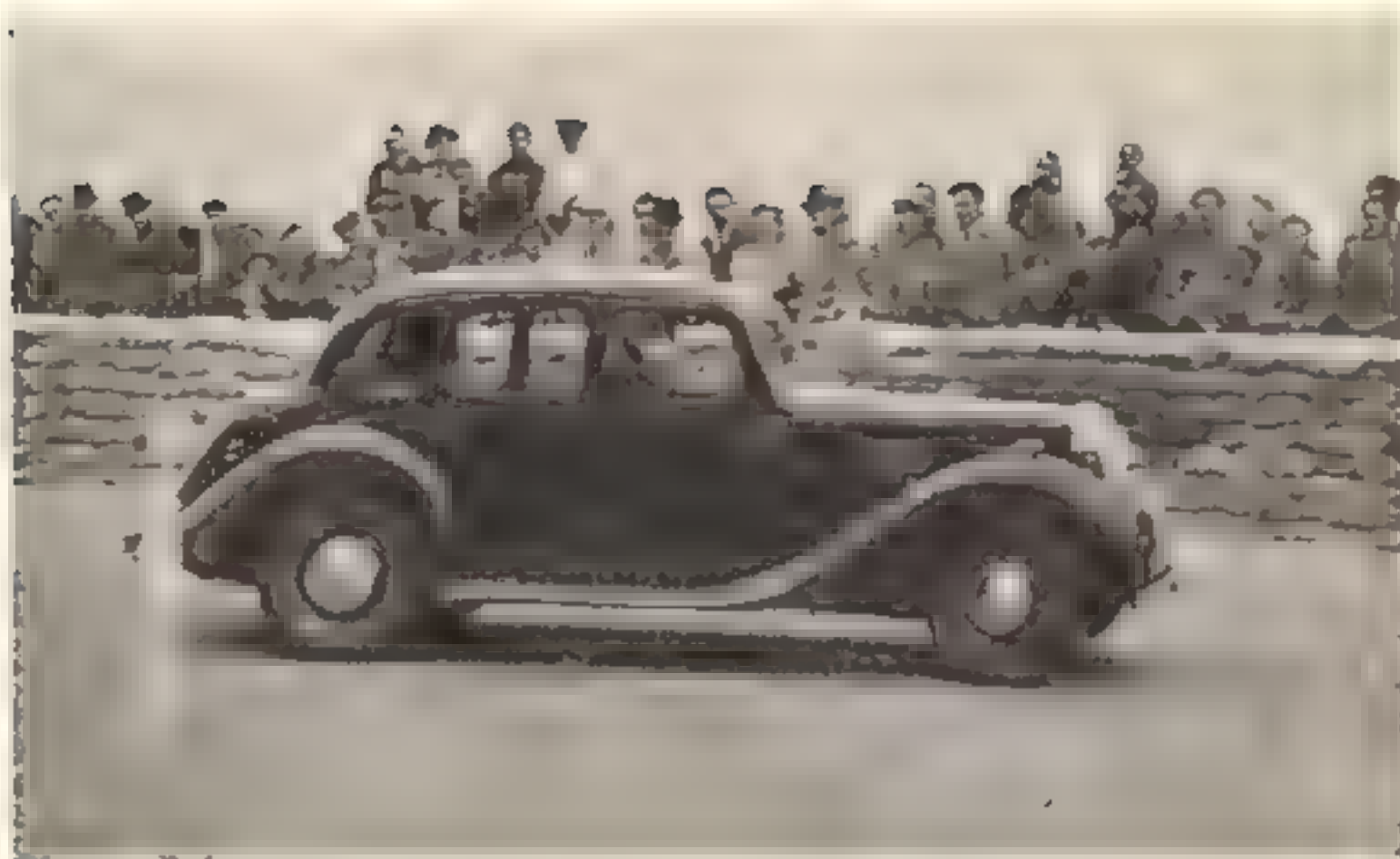
of protests which descended on R.A.C. Rally H.Q. at Bournemouth five days later

With so many cars on the circuit at once, there were many incidents, and "gilhooleys" were more than somewhat numerous. R. F. Batley (Studebaker) shed a wheel at Stowe, and Johnny Wallwork (Standard) did the same a few minutes later

Leslie Onslow-Bartlett tore round in Roy Clarkson's 2.3-litre Ferrari, then stopped with an air-lock in the fuel system. Despite a lengthy halt, he completed his requisite number of laps within the specified time, only to be penalized for doing an extra one!

Kenyon's Rover was highly spectacular, and it was no surprise to onlookers when he turned round on the grass at Copse Corner. Marcel Becquart (Jupiter) was very fast—and safe, whilst several Austins announced their braking points by loud squealing. The new A40 sports were impressively steady, as were all the MG's, both open and closed. The





The R.A.C. International Rally—Contd
H.R.G. brigade were quick and steady, displaying excellent cornering properties. The Bristols hummed round in effortless manner, but several of the XK 120 Jaguar drivers were more concerned with turning the test into a race, and many got into trouble on the bends. Appleyard was conspicuously fast and unobtrusive, and Bertie Bradnack, Frank Grounds, R. S. Heason, D. O. Taylor, J. M. Lyons, Edgar Wadsworth and Lou Tracey (all Jaguars) looked as if this sort of stuff came naturally to them. Leslie Macdonald's "6-80" Wolseley displayed astonishing speed.

From Silverstone, the way led to the next time check at Scarborough, and a good route was via Abington, Northampton, Market Harborough, Melton Mowbray, Grantham and Selby. From the "Queen of Watering Places", the cavalcade wended its way to Jedburgh. *En route*, near Middlesbrough, the first of the many useful Tyresoles vans was spotted, the crew stationing themselves at a tricky roundabout intersection to show competitors the way.

The Scottish border town made no preparations for competitors, and later arrivals could not find anything at all in the way of refreshment, although a friendly constable did attempt to waken the owners of a café, who, it is to be regretted, refused steadfastly to get out of their beds.

Edinburgh looked peaceful and beautiful in the dawn, and early workers were interested in the long procession of cars making for the Western Highlands via Stirling to the control point at Amulree. Leaving Crieff, the Sma' Glen looked fresh and green in the morning sunshine, and with time to spare, many of the crews took the opportunity to use their cameras. The German Taunus party halted for a wash and brush-up.

PYLON-SWERVING: A general view of the Blackpool test, showing R. V. Harvard's XK 120 Jaguar about to swing through the pylons.

The famous "road" over the hills to Kenmore was as bumpy and rock-strewn as ever. J. C. Smith (Jaguar) had the bad luck to have a stone crack his external oil-filter, which eventually caused his retirement at Kenmore. Nancy Binns and Margaret Holden had wretched misfortune when their XK 120 jammed in bottom gear, and resisted all efforts to free itself. They were delayed for many hours, whilst mechanics wrestled with the repair.

The road to Braemar took competitors over the famous Devil's Elbow, and from the Invercauld Arms cars were routed

CLASS-WINNER: Jim Readings (1½ litre M.G.) swings round the bottom pylon during the Bournemouth test to return best time in his class.

to Granton-on-Spey via Tomintoul. Hereabouts we learned that Leslie Wood, the Scottish Rally winner had retired after damaging the sump of his Jaguar. Onchin was the next stage, and to reach the village, entrants were taken along the lovely banks of Loch Laggan, to Fort William in the shadow of Ben Nevis.

Not far out of the "Fort", W. W. Fulton's Javelin swerved to avoid a van, and toppled over into a miniature ravine. It was extricated with the help of a lorry, but was too badly damaged to continue. At the Onchin control, Lola Grounds (M.G.) arrived with about 10 seconds to spare having delayed too long about half-a-mile further back.

Rest-and-Be-Thankful

The wonderful road over Glencoe led to the timed climb at Rest-and-Be-Thankful, where R.S.A.C. officials were in charge, and Alex Frew and "Tam" Watson conspicuous on the starting line.

First of the really good climbs was that of Bertie Bradnack, who swung his Jaguar round the tight bends to the tune of 72.8 secs. This stood as B.T.D. for some time, until R. S. Henson arrived with the Jaguar that Charlie Dodson raced at Silverstone in the recent Production Car event. Henson did a fine 71.5 secs., which was equalled not long afterwards by Ted Lund driving J. M. Lyons's XK 120, after Ian Appleyard had put up a perfect climb of 70.5 secs.



June 15, 1951

The larger closed-car class saw Mike Couper take the honours with a wonderful 83.1 secs. in his Mark VI Bentley saloon, closely followed by George Hartwell (Sunbeam-Talbot) with 83.3 secs., Keith Elliott (Bristol), 84.1 secs., and the Swiss driver R. Habisreutinger (Bentley), 84.2 secs. Greek entrant, Miss Pappou (Lancia Aurelia) clocked a fine 87.5 secs.

H.R.G.s dominated the under 1,500 c.c. open category, both John Brown and Nancy Mitchell returning 80.4 secs., with Marcel Becquart (Jupiter) next with 88.1 secs. Denis Scott (M.G.) did the largest part of the course in bottom gear, a plug lead having become detached. Michael Lawson's H.R.G. sounded as if it were minus all its big-ends. The Javelins were too fast for the M.G.s and Hillmans in the under 1,500 c.c. closed category, the leaders being S. Ginn, K. G. Marsh and Stan Asbury, with 90.8, 91.6 and 91.7 secs. respectively.

REST AND BE THANKFUL First 10 in Each Class

Closed Cars (Under 1,500 c.c.) 1. S. Ginn (Javelin), 90.8 secs. 2. K. G. Marsh (Javelin), 91.6 3. S. Asbury (Javelin), 91.7. 4. Dr. J. T. Spence (Javelin), 95.4. 5. L. Odell (Javelin), 96.2. 6. J. Readings (M.G.), 96.4. 7. A. B. Engelen (Javelin), 97.2. 8. G. J. Grant (M.G.), 97.6. 9. J. Schoffer (Javelin), 97.9. 10. J. Van der Mark (Javelin), 98.5.

Over 1,500 c.c. and Under 3,000 c.c. 1. O. R. Hartwell (Sunbeam-Talbot), 83.1. 2. W. K. Elliott (Bristol), 84.1. 3. J. C. Elwan (Bristol), 85.1. 4. D. G. Warwick (Jaguar), 86.6. 5. Miss L. Pappou (Lancia Aurelia), 87.5. 6. E. J. Read (Aston), 88.5. 7. A. M. McKennie (Bentley), 89.7. 8. J. E. Wilson (Aston), 89.2. 9. G. S. Miller (Bristol), 90.4. 10. J. C. Wardrope (Standard), 90.6.

Over 3,000 c.c. 1. W. M. Couper (Bentley), 83.1. 2. S. Habisreutinger (Bentley), 84.2. 3. A. Bayles (Ford), 88.1. 4. L. Ho. Schwan (Bentley), 88.4. 5. S. Oakes (Jaguar), 89.5. 6. Mrs. J. A. J. (Aston), 89.8. 7. W. H. Watney (Jaguar), 90.7. 8. C. J. Thomas (Alford), 92.0. 9. R. A. Pierson (Jaguar), 95.1. 10. J. H. Annetson (Ford), 95.8.

Open Cars (Under 1,500 c.c.) 1. N. S. Benson (H.R.G.), 80.4. 2. Mrs. N. M. Chen (H.R.G.), 80.4. 3. M. Becquart (Jupiter), 82.1. 4. M. H. Lawson (H.R.G.), 84.2. 5. A. D. C. Gordon (H.R.G.), 84.4. 6. R. A. Hopkinson (M.G.), 84.5. 7. J. M. Richmond (H.R.G.), 84.8. 8. D. R. Quicke (M.G.), 84.9. 9. A. G. Imhof (Jupiter), 85.3. 10. Miss B. Haig (M.G.), 87.2.

Over 1,500 c.c. and Under 3,000 c.c. 1. W. A. O. Goodall (Morgan), 76.9. 2. P. H. O. Morgan (Morgan), 78.9. 3. G. S. R. Hines (Hesley), 79.4. 4. W. D. Stiel (Morgan), 79.9. 5. A. D. Tinker (Hesley), 81.2. 6. C. M. B. Kie (Lea-Francis), 81.9. 7. A. G. H. Rimmel (Hesley), 88.3. 8. D. W. P. (Morgan), 88.4. 9. J. D. Sireman (Aston), 89.2. 10. F. H. Buttock (Lea-Francis), 89.1.

Over 3,000 c.c. 1. Ian Appleyard (Jaguar), 79.5. 2. J. M. Lyons (Jaguar), 79.5. 3. R. S. Benson (Jaguar), 79.7. 4. B. L. Bradnock (Jaguar), 79.8. 5. W. B. Black (Jaguar), 79.9. 6. V. R. P. Kingdon (Jaguar), 80.0. 7. M. S. Smith (Jaguar), 80.1. 8. L. J. Tracey (Jaguar), 80.2. 9. C. Heath (Jaguar), 79.3. 10. H. R. Gussenor (Jaguar), 76.0.

From the "Rest" began the Dunoon Grand Prix. The "wee road" to St. Catherine is narrow and tortuous, and cannot be taken too quickly. After negotiating "Hell's Glen", it was necessary to get a move on in order to reach Dunoon in time. The Argyllshire police were on their toes, and officers were posted at every tricky turning. It was essential to press on, and crowds of spectators cheered every car as it tyre-squealed its way round some of the twists and turns of the coastal road.

The whole of Dunoon turned out to welcome the competitors who were routed along the Sandbank-Dunoon promenade instead of by the back road. Cars tore along the prom. at speed,



THE "REST": Major R. S. Schreiber's convertible Austin "Sheerline" approaching the final hairpin on the famous Argyllshire hill.

whilst grinning policemen kept their eyes on the crowd for safety's sake. Nothing more like a Continental rally has ever been experienced in these isles, and it was thoroughly enjoyed by both spectators and drivers alike.

The Dunoon Athletic football ground was the *parc fermé*, and cars were parked round the perimeter track. The local organizers had laid on a wonderful relay system of taxicabs, and in next to no time competitors were safely deposited in their various hotels.

One must mention Wilson's Garage. With the efficiency of a Mercedes pit crew, mechanics shot into action as cars drew in to refuel on the way to the control—if there was time in hand! Refuelling, water, oil and tyre pressure checking was undertaken at tremendous speed by a keyed-up staff, and cars dashed in and out in remarkable "pit-stops".

Back to England

Next day, the road lay back to England. Some plumped for the Erskine Ferry route via East Kilbride, but others went through Glasgow and Hamilton. The run round Loch Lomond was unforgettable, but army convoys made it awkward for some of the later numbers between Balloch and Dumbarton.

The tricky section at Boot caused a number of marks to be lost. This consisted of a six-miles distance from Hardnott Pass to Wrynose Pass to be covered within a minimum and a maximum time, varying from 15 mins. (minimum) to 18 mins. (maximum) for the open over 1,500 brigade, to the 18-21 minutes of the closed under 1,500 c.c. class. Amongst the marks shedders were Reg Holt (Alford), W. J. Knight (Triumph), A. McCracken (Ford), F. M. Baker (M.G.), C. Edwards (Hillman), F. W. Scott (Hillman), Charlotte Sadler

(Hillman), J. Springer (Taunus), W. Edwards (Ford) and F. Walker (Morris).

Blawith was the next control, and 63 miles later came the overnight stop at Blackpool with a driving test on the promenade. This comprised a sharp dash to a figure-of-eight through pylons, a compulsory reverse, and a sprint to a finishing line with a foul line 25 yards beyond.

In the under 1,500 c.c. (closed) class, J. Van der Mark (Javelin) achieved 40.41 secs., his nearest rival being Jack Readings (M.G.) with 40.99 secs. The open category produced three "under forties", Times were: A. G. Imhof (Jupiter), 38.91 secs., Gilbert Best (TD M.G.), 39.03 secs., and John Brown (H.R.G.), 39.51 secs. Despite a double reverse owing to misjudged steering lock, Marcel Becquart (Jupiter) returned 43.14 secs.

The larger open class produced a crop of "under forties", the best of which were Ian Appleyard (Jaguar), 36.03 secs., Peter Morgan (Morgan), 37.58 secs., and D. C. T. "Tudor" Bennett (Jaguar), 37.97 secs. The closed category proved a triumph for George Hartwell (Sunbeam-Talbot) with 39.67 secs. Next best was Keith Elliott (Bristol) with 39.80 secs. R. Harper (Vauxhall) came into the limelight with a grand 40.94 secs.

Into Wales

Next day (Thursday), the rally entrants made for Wales, through the Elan Valley to Llandrindod Wells and the Drover's Arms speed trial at Eppynt, on War Office property. This consisted of a dash round a 1.9 miles road circuit, with plenty of switchbacks and corners to make it interesting. This created havoc with entries, and a large number were penalized for being under the standard time. In the over 1,500 c.c. closed class, 33 drivers out of the 68 who attempted

Continued on page 758

THE SC

Incidents in the R.



(Above) Courtenay Edwards (Hillman Minx) on the shores of Loch Laggan on the way to Onchin.

(Below) R. E. Pattenden (Renault) negotiating the hump-backed bridge at the Pass of Amulree, leading to the Kenmore section



(Right) The descent from the hills to Kenmore, with Loch Tay in the background.



Members of the Dutch Javelin team on extreme left, kilted gentleman is Gatsonic

BRITISH SCENE

International Rally of Great Britain



(Above) Margaret Hayden (with straw-hat) and Nancy Bunn watch mechanics diving into the gearbox innards of their XK 120 at Kenmore.



(Above) W. W. Fulton's Javelin being extricated by a lorry between Fort William and Onchin.

(Below) Members of the German Taunus team halt on the wayside near Amulree.



noon. A. K. Stevenson (R.S.A.C.) is Marsh (Timekeeper), and next to him von der Mark.





CHELLENHAM: Dave and Pamela Price leaving the Cheltenham starting control in their Plus Four Morgan.

BOURNEMOUTH TESTS

Best Half-Dozen in Each Class

Open Cars (Under 1,500 c.c.): 1. M. Becquart (Jupiter), 78.92 secs. 2. Mrs. N. M. (H.R.G.), 80.15. 3. R. A. Hopkinson (M.G.), 80.83. 4. J. V. S. Brown (H.R.G.), 81.06. 5. A. D. C. Gordon (H.R.G.), 81.15. 6. J. M. Richmond (H.R.G.), 81.64.

Over 1,500 c.c.: 1. Ian Appleyard (Jupiter), 79.24. 2. W. A. Q. Goodall (Morgan), 84.42. 3. W. B. B. (H.R.G.), 84.44. 4. P. H. (Morgan), 79.41. 5. W. A. Waters (BMW), 79.9. 6. A. L. (Morgan), 84.44.

Closed Cars (Over 1,500 c.c.): 1. R. Harper (Vauxhall), 84.09. 2. L. J. Farham (Bristol), 84.11. 3. S. P. (and C. Coen), 84.21. 4. A. M. N. (Koenig), 84.21. 5. R. (Harrowell), 84.22. 6. W. K. (Bristol), 84.22. 7. R. (Harrowell), 84.22.

Under 1,500 c.c.: 1. J. Readings (M.G.), 83.41. 2. Dr. J. T. Spore (J. Clin.), 84.05. 3. J. Van der Mark (Dave n), 84.05. 4. L. Shaw (M.G.), 86.22. 5. B. W. Farnon (Wolseley Wasp), 87.98. 6. G. F. Hayward (Riley), 88.35.

The R.A.C. International Rally—contd.

the test lost marks. Out of 55 who did it in the open section, 23 were penalized. The under 1,500 c.c. open class saw the same story, nine out of 21 losing marks including Geoff Holt, whose M.G. was making suspicious noises and blowing out clouds of smoke; in the closed category, 18 out of 44 were penalized.

Amongst the least-expected mark-keepers were A. C. Westwood (Jaguar XK 120), B. H. Sleeman (Austin A90), and Jim Appleton (Ford). B. W. Farnon (Wolseley Wasp) just failed to escape penalty with his veteran car by .02 secs. Johnny Wallwork (Standard) must have done some nifty passing; out of a group of 15 cars sent off consecutively, he was the only one to retain a clean sheet.

Thursday night was spent at Weston-super-Mare, and on Friday the survivors set off on the last stage of the journey to the finish at Bournemouth. From Withypool to Launceston, many diversions for road repairs made the schedule much tighter than expected, and lots of folk were hard pressed to reach the control in time.

Journey's End.

An enormous crowd turned out at The Pavilion, Bournemouth, to watch competitors check in. Outside the control, garages were doing a brisk trade in quick repairs and spraying, supplying lamp bulbs and so on, and one or two people with time in hand had their vehicles leathered down. A large scoreboard gave the general public the opportunity to study the progress of the competitors.

Prominent amongst the scrutineers was Leslie "Suspension" Ballamy, who has not been seen around competitions for some time. John Jesty and his helpers in the W. Hants and Dorset M.C. carried out their allotted tasks efficiently and speedily.

BOURNEMOUTH: B. G. Clark and his passenger seek shelter from the sun in their Allard with a gaily-coloured umbrella.

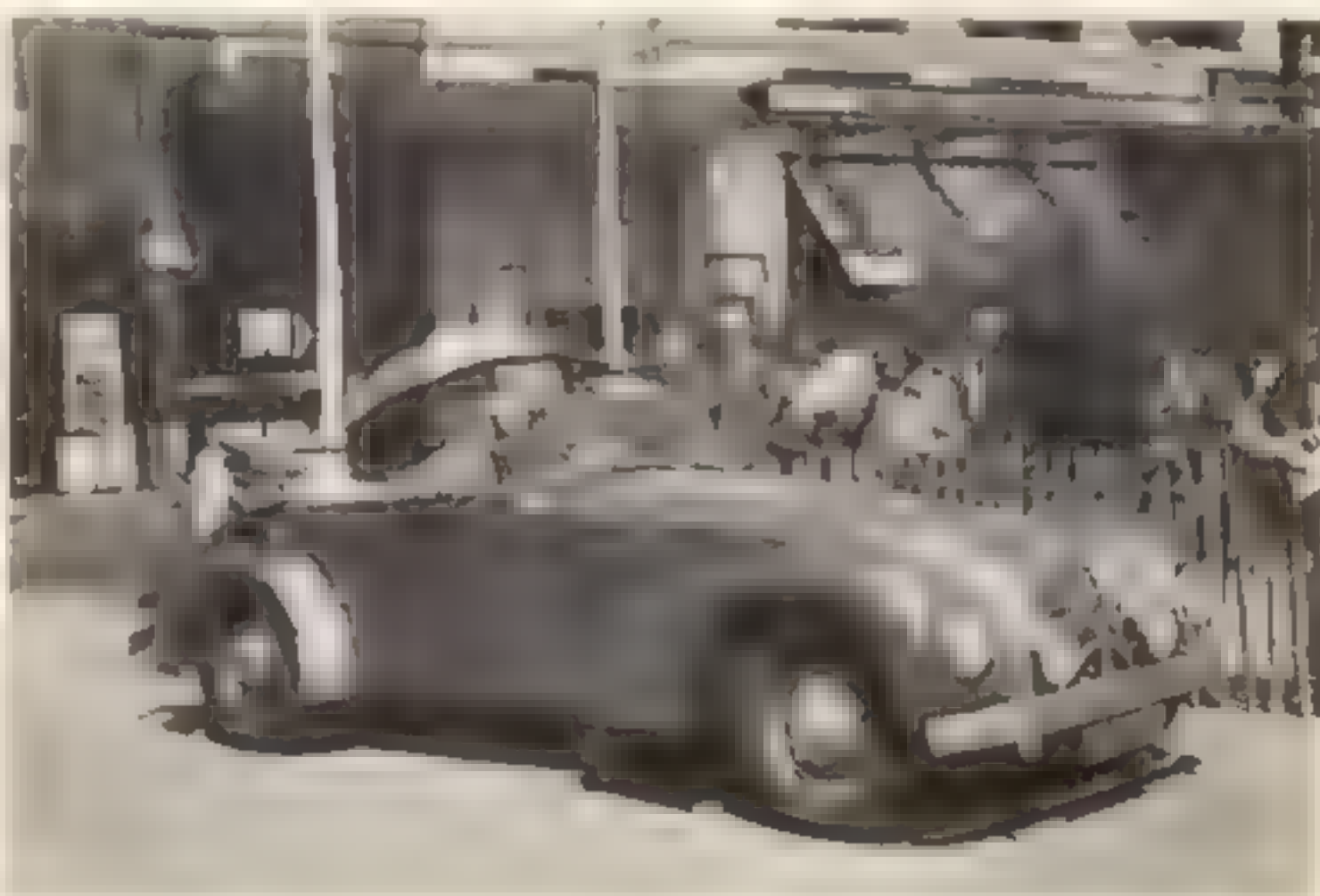
Rumours of the Silverstone tangle caused a certain amount of confusion as to who were to take part in the final eliminating test. Col. Stanley Barnes and his aides decided to impound every car overnight, pending a decision by the stewards. Later that evening, a list of the 25 cars in each class was published, and it was also announced that all could take the test if they wished.

The promenade was lined with people, large numbers watched from the cliff-tops and H.M.S. Vanguard rode at anchor a couple of miles out as "Goff" Imhof had the unenviable task of opening the programme with his Jupiter. A light rain made the course a trifle slippery. The test took the form of accelerating to a chicane, negotiating it to a similar chicane, rounding a pylon at the other end, and then returning to a finishing line after passing through the

chicane again. A foul line was placed 25 yards back from the finish.

Imhof returned 84.05 secs., but Marcel Becquart (Jupiter) gave a perfect display to register 78.92 secs. The Frenchman showed what a really great rally-driver he is by sliding into and out of the chicanes with the minimum of braking. Nearest approach to Becquart were Nancy Mitchell (H.R.G.), 80.35 secs., and R. A. Hopkinson (M.G.), 80.83 secs. Geoff Holt (M.G.) made a grand effort with a clanking, 2½-cylinder engine, and returned 85.44 secs.

Gatsonides drove Van der Mark's Javelin in the under 1,500 c.c. closed class, but his 86.22 secs. might have been improved if he hadn't got his gears mixed up. He nearly continued to well over the foul-line, but the crowd shouted just in time. Dr. Spore was best and neatest of the Javelin drivers (84.05). Star performer in this group was young Jim Readings, who hurtled his 1½-litre M.G. saloon round to the tune of 83.41



secs., to make best time in the class, and carry off the premier award. The maroon car possessed remarkable acceleration, superb brakes, and Readings handled it like a master. Peculiar grating noises at the first chicane announced that J. D. Leavesley (Hillman) had found reverse. Len Shaw (M.G.) took it easily, pipe in mouth, but had to do some rapid wheel-winding when a front brake locked going round the bottom pylon. Lola Grounds (M.G.) slipped her clutch to negotiate the chicanes. Outstanding amongst the Minx drivers were R. Walshaw and Jack Kemsley.

The over 1,500 c.c. open section saw the great Jaguar assault. Bertie Bradnack was fast and neat with 77.4 secs., whilst D. C. T. Bennett with hood

slightly cautious (86.54), but R. Harper (Vauxhall), after a false start, whizzed through the chicanes to register 84.09 secs.—fastest of the class.

In the "also-ran" category in the afternoon, Sqdn.-Leader C. V. Beadon's gallant old Armstrong Siddeley saloon shed a wheel, and had to be removed from the course by removing sandbags.

In the evening, there was a Rally Banquet at The Pavilion, when competitors were the guests of the Mayor of Bournemouth (Councillor F. J. McInnes, J.P.). The Mayor, speaking with dry Scots humour, caused roars of laughter when he admitted that he had had great difficulty in finding out anything about the rally. Councillor McInnes hoped that next year, the R.A.C. would again choose Bournemouth for the finishing point. Mr. Wilfrid Andrews, Chairman of the R.A.C., thanked the Mayor, and complimented all the officials for their help in

mounted signpost-spotting lamps, operated from the interior. . . . Oldest car in the event was Beadon's 1934 Armstrong Siddeley. . . . Marcel Becquart thought that the best times in each class at Silverstone and Rest-and-Be-Thankful should have been included to find winners. . . . Rabbit mortality was particularly high in the Highlands.

Caravan party in remote part of Tomintoul must have been shaken when over 200 cars passed their pitch. . . . Wonderful service was rendered by George Gilbert and the staff of Prossers in Glasgow to retrieve and make road-worthy a badly damaged car to enable representatives of this journal to continue to follow the rally, after a road crash near Leamahagow. . . . A. K. Stevenson was inundated with requests for regs. for next year's Scottish Rally, particularly by foreign competitors. What price the R.S.A.C. apply for an International date?

PROVISIONAL RESULTS

Open Cars (over 1,500 c.c.): 1. Ian Appleyard (Jaguar), 109.61; 2. P. H. G. Morgan (Morgan), 112.99; 3. W. A. G. Goodall (Morgan), 114.55; 4. D. C. T. Bennett (Jaguar), 116.30; 5. B. E. Bradnack (Jaguar), 117.30; 6. E. B. Wadsworth (Jaguar), 117.37.

(Under 1,500 c.c.): 1. J. V. S. Brown (H.R.G.), 120.57; 2. Mrs. N. Mitchell (H.R.G.), 120.61; 3. R. H. Hopkinson (M.G.), 121.53; 4. M. Becquart (Jupiter), 122.06; 5. A. G. Imhof (Jupiter), 122.96; 6. D. R. Quicke (M.G.), 126.55.

Closed Cars (over 1,500 c.c.): 1. R. Harper (Vauxhall), 125.33; 2. G. R. Hartwell (Sunbeam-Talbot), 126.21; 3. W. K. Elliott (Bristol), 126.76; 4. I. F. Parham (Bristol), 128.23; 5. S. Pentland (Citroën), 128.48; 6. E. M. Brinkman (Riley), 131.99.

(Under 1,500 c.c.): 1. J. Readings (M.G.), 124.40; 2. J. van der Mark (Javelin), 126.63; 3. J. L. Shaw (M.G.), 127.75; 4. S. Ginn (Javelin), 129.92; 5. Dr. J. T. Spire (Javelin), 130.17; 6. R. Walshaw (Hillman Minx), 132.97.

Ladies' Awards, Open Cars: Miss M. Newton (Jaguar). **Closed Cars:** Miss S. van Dam (Hillman Minx).

Team: Morgan Plus Four (P. H. G. Morgan, W. A. G. Goodall and W. O. Steel).

* Result of protest not yet announced

erect returned an excellent 77.13 secs. Geoff Coles, driving R. V. Harvard's entry, knocked over a pylon, and R. F. Henson charged the sandbags at the far end of the course. Ian Appleyard was his perfect self, and his 73.58 secs. was a model of how a rally test should be attempted. G. S. Rollings (Healey) made the fastest run of the day (73.55 secs.) but had the misfortune to tip over a pylon coming out of the final chicane.

Bill Sleeman pluckily took his A90 Austin round with a blown gasket and three effective cylinders. Jim Goodall made a wonderful run with his Morgan to return 74.42 secs. Team-mate Peter Morgan was a shade slower with 75.41 secs.

In the closed class, Jim Elwes (Bristol) had the bad luck to have his hands slip on the steering wheel and he crashed into the fence at the first chicane. Keith Elliott (Bristol) was neat and fast (86.96). George Hartwell (Sunbeam-Talbot) was

organizing the event. Earl Howe proposed the toast of "The Competitors" to which Ian Appleyard replied. Prizes were later presented to the various winners.

A feature of the banquet was the "Pavilion Sprint", when at a given signal, hordes of waitresses began a concerted attack on the tables.

RALLY NOTES: Jack Lister (Y.S.C.C.) was co-driver in Walshaw's Minx, and returned on the ex-Imhof Allard purchased by Donald Rayner. . . . B. McAldin from Eire had the Conway brothers from Belfast as passengers. Unfortunately his Minx gave fuel pump trouble. . . . Several of the foreign drivers complained of the difficulty in obtaining sandwiches from several hotels en route for use on their journey. . . . The Dutch Javelins had swivelling, roof-



SILVERSTONE: R. A. Hopkinson's TD M.G. and J. M. Richmond's white H.R.G. after completing their laps in the speed trial

CLUB FIXTURES

Aston Martin O.C.—Second Friday Meeting, 15th June, Lamb and Flag, London.

Bentley D.C. (Mid-West).—Noggin and Natter, 16th June, Bacon Arms, Newbury, Berks.

Citroën C.C.—Social Run, 17th June. Start Wimbledon Common, 9 a.m.

Sheffield and Hallamshire M.C.—Meeting, 20th June, Norton Hotel, Sheffield, 8 p.m.

Vintage S.C.C.—Third Thursday Meeting, 21st June, White Lion, Cobham.

Bentley D.C. (Mid-West).—Noggin and Natter, 23rd June, Weston Manor Hotel, Oxon.
24th June, Noel Arms Hotel, Chipping Campden, Glos.

A WEEK-END OF VARIETY

BY JOHN BOLSTER

EVER since I went into Stowe corner in a four-wheel drift, and came out of hospital in a bath chair, I have been trying to get mixed up in as many sorts of motoring as possible. Because my career as a racing-driver had been interrupted, I didn't see why I should forgo the companionship of the finest bunch of blokes in the world, and so, as soon as I could walk, I was delighted to get an invitation from John Morgan to do the Goodwood commentary. Since then, one thing has led to another, and it led, on this occasion, to a magnificent flight in brilliant sunshine to Belfast, with Raymond Baxter.

A short ride in a Citroën, through the Ulster countryside, soon plunged one into what I always call "the Grand Prix atmosphere", for the racing types had filled Dundrod with the magic that surrounds first-line cars and their attendant *équipes*. There, in the paddock, were the low, squat Ferraris, the wonderful old E.R.A.s, wearing their green proudly, and the big blue Talbots, there also were the home-built specials that abound in those parts, and among them, almost incredibly, Dr. Farina's Alfa Romeo, with some 430 very healthy horses under its bonnet.

It seemed unnatural to see a "works" Alfa without the usual panoply of elaborate lorries, kit equipment, and staff of mechanics. In fact, Farina did not even bother to use his own pit at all, and shared the staff and refuelling apparatus of Baron De Graffenried. History has already recorded that he was in no way hindered by these simple arrangements.

The big race, for me, was full of worry, for I was broadcasting from the pits for the B.B.C., and I had a good deal of trouble with my equipment. I have the greatest admiration for their technicians, and have never before had the slightest cause for complaint, but on this occasion the apparatus was most temperamental, and I was only able to do my job with the utmost difficulty. Never have the British public been in greater danger of having their ears assaulted by that terrible word!

The latter part of the contest was a commentator's dream, and luckily the engineers had exorcised all the gremlins by then. I stood beside Louis Chiron and Baron De Graffenried in the closing stages, after their Maseratis had "burst", and their enthusiasm for the driving of Brian Shawe-Taylor and Bob Gerard was tremendous. As the E.R.A.s screamed down to the finishing line, wheel to wheel, my distinguished companions were literally yelling with excitement.

My broadcast interview with Dr. Farina would have been more comfortable if my trousers had not caught fire against the Alfa's exhaust pipe. However, I was soon rushed through the traffic to the airport, and was just in time to catch the evening plane for Manchester. I always like flying, but this particular journey was the more enjoyable for the convivial company of a very deaf David Hampshire, and the Editor and Chief Photographer of this journal.

I then consigned my body to the care of British Railways, and bright and early on Sunday morning, there I was in London, bent on a very different kind of motoring. The Veteran Car Club were organizing a run from Hyde Park to Windsor in connection with the Festival, and when I got to the Serpentine, I was delighted to find that my wife had already arrived with my 1911 Rolls-Royce. Veteran events are the greatest fun in the world, and as from eight o'clock onwards the cars were sent off on their journey, I was able, once again, to admire the immense industry and loving care with which the members of this club cherish their beloved machines.

It is unusual for an Irish race to take place in fine weather, and certainly the Veteran Car Club have had their fair share of cloudbursts. Nevertheless, the day turned out a scorcher, and as I was wafted down to Windsor in the silent "Silver Ghost", I felt that life was indeed good. This was not a competitive event, and so there are no individual performances to mention, but trouble on the road seemed very rare. From Geoffrey Frank's 1905 six-cylinder Panhard, which has nearly two litres in each of its "pots", to N. V. Reeve's 1899 Benz, that delivers 3½ b.h.p. from its open crankshaft, all the cars were in fine form. The sight of more than a hundred of them, drawn up side by side in the Home Park, will long be remembered.

The Mayor of Windsor had been leading a ceremonial church parade of aldermen and councillors, and he invited the officers of our club to attend a function in the Guildhall. Suitable speeches were made, and the V.C.C. chairman, Commander Philip Shaw, delivered a brilliant impromptu oration. I enjoy a bit of pomp and ceremony occasionally, and the whole show was very well done.

I was able to drive a number of the cars, which was most interesting, and the Home Park was an ideal setting, with ample room and no crowding. Perhaps the most attractive car was Lord Charnwood's 1912 25 h.p. Lanchester, for it seemed to be fitted up as a veritable mobile Fortnum and Mason's. I found that the Rhine wine which his Lordship was dispensing went down excellently on top of the mayoral sherry!

As the old Rolls whispered through the Surrey lanes, taking me home to Kent, I pondered on the events of the weekend. If Farina's tyres had not lasted—and there was a very good chance that they would not, for they showed considerable wear at half distance—or if his fuel had not been sufficient, which was also very nearly the case, then a second pit stop would have robbed him of the race. If Reg Parnell had had slightly better brakes . . . but there are no "ifs" in motor-racing.

It is meticulous preparation and inspired driving that wins races, and under these heads the third and fourth men deserve at least as much praise as the giants who preceded them. My glass is raised to Brian and Bob, and their gallant old British cars.

CORRESPONDENCE

What About Spike?

I AM frankly surprised that the genius of one of our leading 500 c.c. drivers, Spike Rhiando, is not more widely noted. In comparison Parnell and Farina are not rateable.

A. GREENING

HEXLEY, KENT

Rally Costs Query

IN anticipation of another R.A.C. International Rally being held next year, I wonder if any reader could supply me with details of the costs incurred for a crew of three in a Ford Consul and any other information that might be helpful.

A. G. WILLCOCKS

CLEVEDON, SOMERSET

Ill-Balanced Calendar

STUDY of the International Calendar reveals that there is no major Formula race to be held in these islands after the British Grand Prix on 14th July. This is to be very much regretted, as, with only about half the season gone, the by now huge following this sport has here is deprived of seeing a first-class long-distance event unless enthusiasts choose to cross the Channel.

It is true that there is the T.T. after that date in Northern Ireland, which, it is hoped, will have a more interesting entry this year. Also, it is yet possible that the Wakefield and Leinster Trophy races will be fortunate enough to secure a backing as did the Ulster Trophy, but I have not even heard a rumour. If they do not, it is unlikely that they will attract a good, international entry.

These apart, which as they stand at the moment do not alter my contention, it means that we have to wait until next year for another Grand Prix on British circuits.

The British Empire Trophy race comes this week—but what a pity that the B.R.D.C. dropped its Formula 1 status. From the point of view of Club members, it is perhaps understandable. I am sorry also that the Jersey Road Race has had to be abandoned as such, as it was a thoroughly sporting affair.

It is realized that with the many national and international events scheduled nowadays, the Calendar is a very difficult job, but it is to be hoped that another year British events of Grand Prix status will be spread more evenly over the whole season.

K. J. BLYTHE

HEMEL HEMPSTEAD

J.A.F.B. and Chain Drive

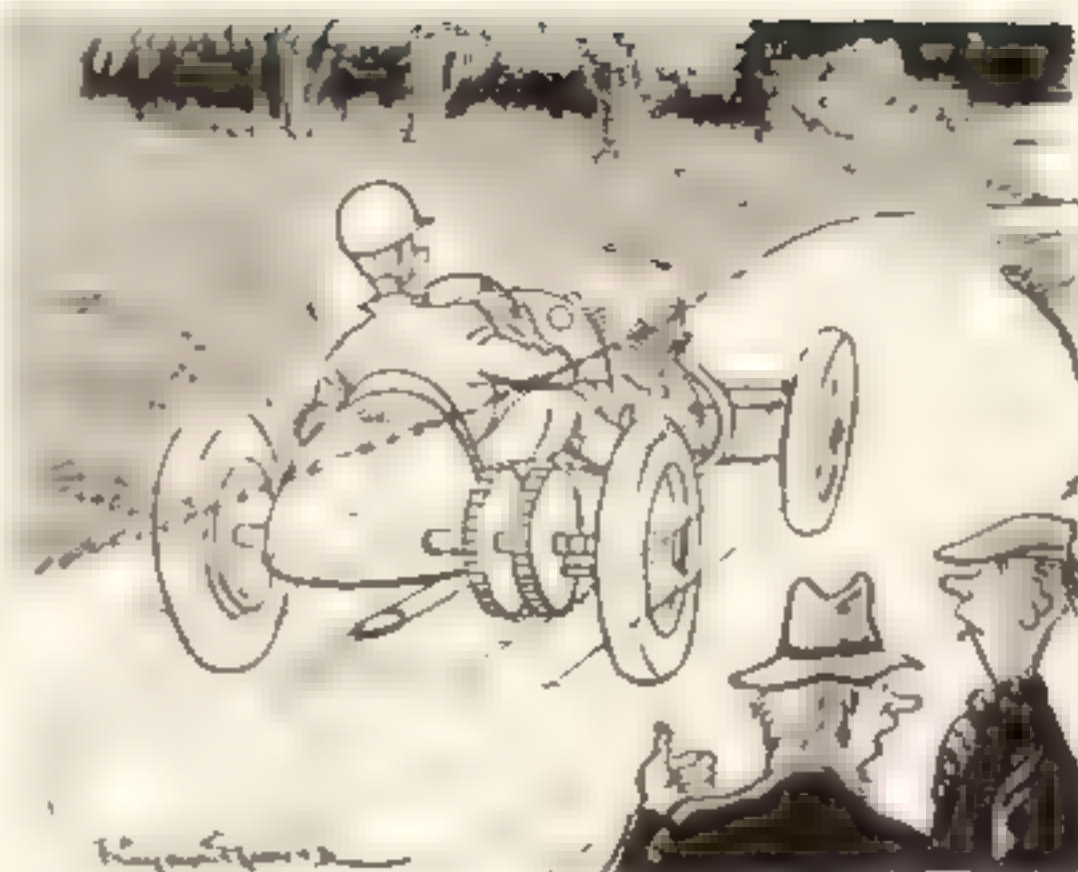
CONGRATULATIONS to AUTOSPORT on the excellent manner in which it has satisfied the big demand for a lucid, up-to-the-minute journal with a generous supply of action photographs.

On the subject of 500 c.c. Racing Cars and their claim to Grand Prix Formula status, I entirely disagree with "J.A.F.B." when he cites chain drive as being one of his reasons why they are unsuitable and that no useful purpose may thereby be served to assist commercial car design.

It would be fundamentally unjust, in my opinion, to attempt to limit designers in their choice of transmission medium, or of any reasonable mechanical device in their quest to improve performance of racing cars. As an example of our need for open-mindedness and flexible toleration, the various drives for overhead camshafts include gear trains, bevels and shafts, and chains—all accepted with only interested comment.

The same argument applies to such features as offset propeller shafts, two-stage supercharging and gearboxes combined with differentials, and all such lines of development must not be hindered, even though the advantage to commercial motoring may not be immediately apparent.

Chains are not becoming extinct, as "J.A.F.B." states, but are merely out of fashion in the car industry, and have been so for three decades. During that time great improvements have been made in their construction and application, and their reappearance in Formula 3 cars demonstrates the advancements and their return to favour, which, incidentally, has never been found lacking in the aircraft industry. The racing car designer who positions his engine, gearbox, and



It be seen in these parts every year about this time—a'roarin' and a clankin' of its chains!"

driven axle so all these units are together with their axes parallel as in the case of most 500s, enables the drives to be effected lightly by means of chains, and more efficiently because the need to pass the drive through a right angle has been eliminated. Furthermore, they are avoiding serious torsional effects in the structure.

J. L. CLARKE

STEVENAGE, HERTS

Small Cars in Big Car Classes

IN several club, race and speed trial meetings lately, cars have been permitted to enter in classes other than their own, that is, a 2,000 c.c. car has been entered in the unlimited class. On the face of it this would appear quite fair as the car is competing with cars of larger capacity, but when gone into more deeply it would seem that in many instances the smaller car has all the advantages, except that of engine size, apart from the fact that it is permitted to enter for more than one event at a meeting whereas the big fellow has only one race. As the entrant of a large car I cannot claim to be disinterested but several other big car entrants have a similar moan.

JOHN A. F. CRIPPS

WIMBORNE

Sensationalism

IN support of Mr. Paul Reding's letter on the subject of Press reports, seldom does one see praise given at all, either to car or driver, British or foreign, for winning any particular race. "Triple Crash"—or—"Ace Driver Killed" seems to be more in keeping. I have at times wondered if some of these motoring correspondents (with exceptions, of course), know how to drive a car. Their apparent lack of information and atmosphere, coupled with the desire for sensationalism, grieves me.

Then, of course, there is the Daily which very, very casually tucks away two lines stating that "So and So won the Motor Race at Such and Such a Place", when probably it was the most important race of the year.

Is there an answer? Could not these correspondents be given a short course of training by some of your admirable scribes?—and the papers themselves thoroughly enlightened?

In closing, thank you for the article, "Racing in Ireland", 1st June issue, mainly because once again we could see the names of old, such as Reggie Tongue, Austin Dobson, Powys-Lybbe, Luis Fontes and so on.

Finally, I would like to see a ballot giving the "customers" opinion of who should be chosen to drive the B.R.M.s. It would make interesting reading.

F. OATES

GILTBROOK, NOTTS

NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

DAY OUT FOR EDWARDIAN AND VETERAN CARS AT BRISTOL

ON Saturday, 14th July, the Bristol M.C. and L.C.C. are organizing a Festival Rally and Reliability Trial for Veteran and Edwardian Cars. The Rally and Trial will be separate events, but entrants can take part in both. Rally competitors will select their own starting points, notifying the organizers by telegram before setting off, and performance will be judged on effective distance covered in journeying to the finishing point at Messrs. J. Welch & Co., Ltd.'s premises in Redcliffe Street, Bristol, 1.

The Trial takes place in the afternoon, starting and finishing at Welch's and the course will contain not more than seven observed hills, two of them for Veteran classes, and five for the Edwardians. A car built up to the end of 1904 ranks as a Veteran, and up to the end of 1916 as an Edwardian. Entries close by 30th June, and should be addressed to the secretary of the meeting, Mrs. J. Hammond, c/o 19 Picton Street, Bristol, 6.

KENT SOCIAL RUN

THE Tunbridge Wells M.C. are holding a social run, including an exercise in map reading on Friday evening, 22nd June. Competitors start from the High Rocks Hotel at 7 p.m., and the event is open to members, and to non-members living within a 20-mile radius of Tunbridge Wells. Inquiries to W. J. Donnelly, The Old Cottage, Langton Road, Tunbridge Wells.

SIXTH WELSH RALLY

ON 13th and 14th July next the South Wales A.C. will be holding their Sixth Welsh Motor Rally, open to members of the organizing club and eight invited clubs. From starting points at Cardiff, Cheltenham, Tenby and Shrewsbury, a road section of approximately 400 miles will bring competitors to the finish at Cardiff. Tests will be held at Llandrindod Wells on the first day, and a final test follows the official signing off at Cardiff.

Invited clubs are Cheltenham, Bugatti Owners, Midland, South Caernarvon, Welsh Counties, M.G., Severn Valley and Tenby. Entries, at two guineas per car, close by 25th June, Hon. sports secretary of the club being P. J. Collins, and his address 12 Tyrwhitt Crescent, Roath Park, Cardiff.



ROAD RACING IN KENYA: G. Pymon, A.K. 120, a magnificent bearded, wins the Singer Car Cup Race at the opening meeting on Kenya's new Langa Langa circuit. The race was for sports cars of unlimited capacity, over three laps of the 3.3-mile course, and Pymon won at 69.2 m.p.h.

NORTHERN ALVIS INAUGURAL MEETING

A MEETING of the Northern Section of the Alvis Owner Club is to take place at the Turk House Hotel, Gishorn, Yorks, on Sunday, 24th June. This meeting is to launch the Northern Section, and will begin at 11.30 a.m. with a Noggin and Natter, followed by lunch (please book with the secretary a week in advance), and the meeting itself in the afternoon. Members and non-members are cordially invited, and the secretary of the Northern Section is A. Ellison, whose address is Rylstone, Farnsdale Avenue, Darwen, Lancs.

NEW SOUTHEAST M.C. PRESIDENT

THE presidency of the Southeast Motor Club, vacant since the death of Geoffrey E. Ansell, has been filled by the Chief Constable of Portsmouth, Mr. A. C. West, O.B.E., who has taken a keen interest in the Club's affairs for several years.

SECOND CRIMOND RACE MEETING

ON 17th June, this Sunday, be it noted, the Aberdeen and District M.C. are holding their second race meeting at Crimond aerodrome over the 1.8-mile circuit which David Murray has described as "Scotland's Silverstone."

There will be races for sports cars, 500 c.c. racing cars, vintage cars and unlimited racing cars—in short, races for practically every variety of speed machine—and some excellent racing should result. The surface of the circuit has been resurfaced in parts, and improved in other ways since the meet-

ing in May. Incidentally, it is reported that a crowd of 40,000 people attended that day when David Murray opened the circuit with his 1,500 c.c. G.P. Maserati before leaving for the Swiss G.P. Crimond aerodrome is on the main Peterhead-Fraserburgh Road.

THE SECOND MEMBERS' GOODWOOD

AN entry of over 100 cars has been received for the B.A.R.C. Members' Race Meeting for sports cars on 16th June. Nine races will be held, including scratch and handicap events, and a special race for M.G. cars only. Amongst nominations are Rob, and perhaps Peter Walker, Tony Rolt, Kenneth McAlpine and most of the regular supporters of club racing events. First race will be at 2 p.m., and admission is restricted to B.A.R.C. and M.G.C.C. members and guests.

NATIONAL RACE MEETING AT BOREHAM

SATURDAY, 30th June, is the date for the next race meeting at the Boreham circuit, near Chelmsford, Essex. The programme consists of three 10-lap races for sports cars, as follows: (a) 850 c.c. S. to 1,500 c.c. U/s., (b) 850 c.c. to 1,500 c.c. S. and 1,501 c.c. to 2,500 c.c. U/s., (c) 1,501 c.c. and over S. and 2,501 c.c. and over U/s., and three racing car events over 15 laps, (a) 500 c.c. Formula 3 (eligible for the AUTOSPORT National 500 c.c. Championship), (b) up to 1,100 c.c. S. and 2,000 c.c. U/s., and (c) 1,101 c.c. and over S., and 2,001 c.c. and over U/s. Racing starts at 1 p.m.

(Continued on page 764)

RALLY DE MOROCCO

PERON AND LUCAS

(FERRARI)

1ST

ULSTER TROPHY JUNE 2nd.

REG PARNELL

(FERRARI)*

2ND

AIX-LES-BAINS

STIRLING MOSS

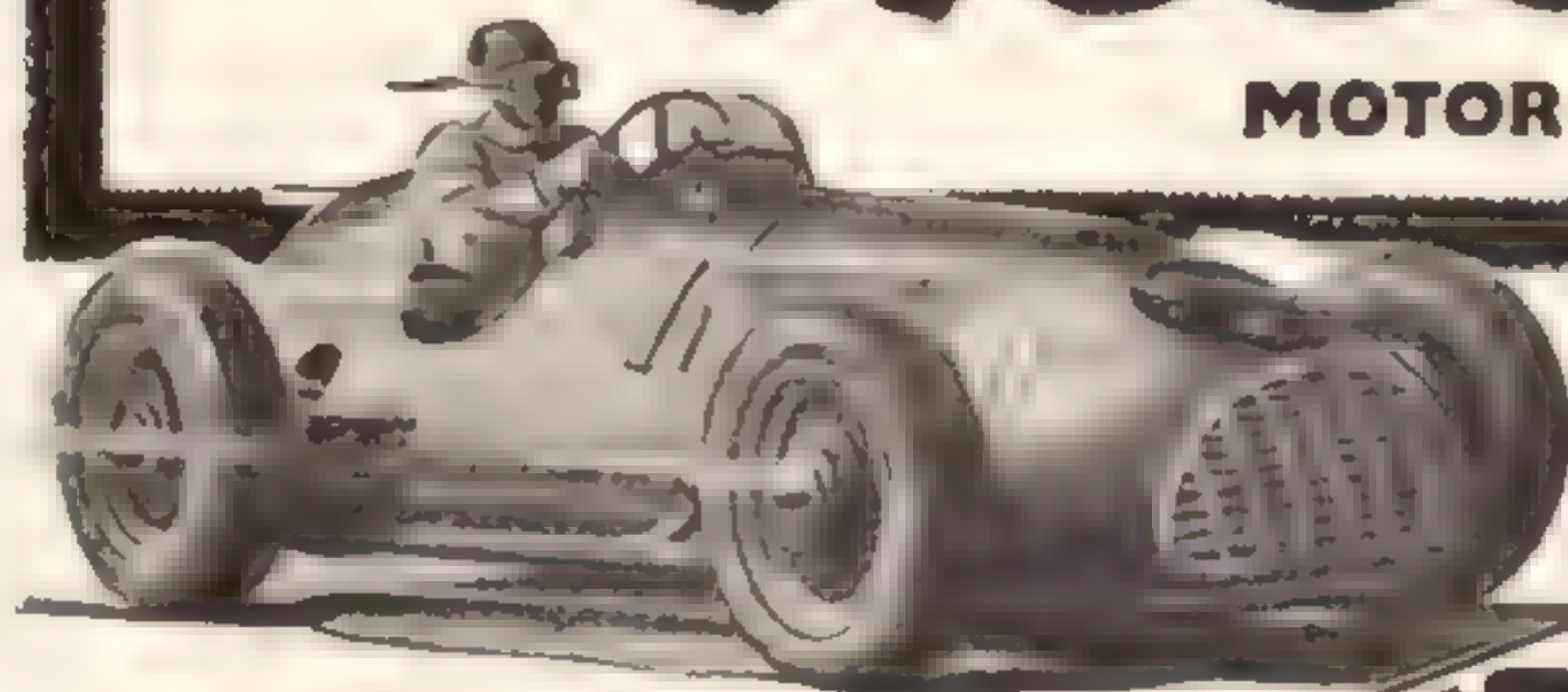
(H.W.M.)

2ND

* SUBJECT TO OFFICIAL CONFIRMATION

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News from the Clubs—continued

THE RILEY MAIN ROAD TRIAL

PERFECT trials weather graced the Main Road Trial organized by the North-West Centre of the Riley Motor Club on 3rd June. Eighteen cars competed, ranging from a 1934 Kestrel 12 6 to a 1951 2½-litre Roadster. The route covered 102 miles, much of it amongst the hills in the "Cat and Fiddle" area. Six tests were incorporated, and the trial started and finished at the Kilton Inn, Hoo Green.

Winner of the premier award, a handsome trophy presented by Mr. Jimmy Cocker, was A. J. Ridy (1949 2½-litre Riley). Tankards for second and third best performances went to P. Reece (1951 2½-litre) and W. S. Mason (1949 1½-litre) respectively.

MARGATE RALLY

ENTRIES for the Maidstone and Mid-Kent M.C. Rally to Margate on 23rd/24th June will now close on Monday, 18th June. Copies of the regulations can be obtained from the secretary of the Rally, 48 Chamberlain Avenue, Maidstone, Kent; 'phone Maidstone 4781.

PROJECTED R.A.F. MOTOR CLUB

A COMMITTEE has been formed to consider the formation of a motoring association for serving members of the R.A.F., W.R.A.F. and P.M.N.S. Those belonging to any of these services who are interested are invited to write for information to W/Cdr. P. R. M. Williams at the Royal Naval Technical School, Woolwich, London, SE 18.

LEICESTERSHIRE LARKS

A ROUTE card which would not find favour in a reliability trial served to "Bewteen, Bother and Bewteen" the majority of the 20 odd competitors on the Leicestershire C.C.'s recent six-day run organized by Messrs. Ingham and Dyer. Having solved the names of the various villages from picture puzzles it was necessary to follow the correct route according to the directions which, while being perfectly correct, could be misread with ease.

Some entrants, however, managed to contact all the marshalls and qualify for a prize. These were headed by Mrs. D. J. Herbert and Messrs. H. Green, F. E. James and G. Waddington.

LIVERPOOL PHOTO RUN

A FEW Sundays back the Liverpool Motor Club held a rather novel competition for their non-trials members. Over a short route competitors were dispatched at intervals, each having been handed an envelope at the starting line, containing 12 photographs depicting certain objects or scenes encountered on the route. The idea was to identify each of the photos while motoring along and to place them in their correct order of sequence.

Quite contrary to the expectations of the organizer, Mr. C. S. Brown, at least

half the entry scored clean sheets, having an all-correct result, which suggests that the average motorist by reason of his training is far more observant of objects by the roadside than he or she probably realizes.

The event provided a most interesting afternoon's run and was much enjoyed.

HERTS COUNTY ANNUAL RALLY

BY kind permission of the London Aeroplane Club, the Herts County Auto and Aero Club will be holding its annual closed Rally and Driving Tests at Panshanger aerodrome on Saturday, 16th June, commencing at 2.30 p.m. There are classes for open and closed cars of above and below 1,200 c.c., and each competitor will undergo seven tests.

The Club now has 170 members who are reminded that a get-together is held on the second Saturday of each month at the Three Hammers Inn on the Watford Road, St. Albans. All enthusiasts are invited to come along.

JULY MEETING AT CROFT

THE Half-Litre Car Club, the B.R.D.C., B.A.R.C. and the Lothian Car Club

Ltd. are clubs which have accepted the invitation to compete in the race meeting organized by the Darlington and District Motor Club to take place at Croft Airport (five miles south of Darlington) on Saturday, 28th July, at 2 p.m. Events for *Formule Libre* and *Formula 3* will be staged.

The prize money of £500 will include £80 to be divided amongst all genuine starters. The *Formula 3* race will be of 10 laps over the 2.1 mile circuit with a final of 20 laps. The prize money will be: 1st, £100; 2nd, £75; 3rd, £50; 4th, £25. Fastest lap, £10.

The one *Formule Libre* event will be over 15 laps. Prize money: 1st, £25; 2nd, £15; 3rd, £10; 4th, £5. Fastest lap, £5.

Entries for this event are invited, from which 20 will be selected and notified. The number of starters for any one race will be 20.

For those competitors, who, after competing on the Westwood A field racing on 21st July wish to leave their cars at Croft, a hangar will be made available for storage purposes.

Entries 10s. to J. Kitching, Esq., 41 Blackwellgate, Darlington, Co. Durham, close on 11th July.

INTER-CLUB SPORTING DAY

Hagley Beat Shenstone at Bentley Manor

THE Clerk of the Course having reached agreement with his opposite number in the Weather Bureau, Sunday, 3rd June, the day the Hagley and District L.C.C. met the Shenstone and District C.C. in an Inter-Club Sporting Day, dawned bright and fair, and continued so until the end of this excellently organized event.

Six driving tests had been arranged, all on a gravel surface of the ball-bearing variety, hence the amazement some people showed when the model revolved without much conscious assistance from the learned conductor.

Test No. 3 appeared to be the cause of most of the trouble, involving some complicated memory work, and some equal effort from the arms and right foot. It was at this stage that Hagley's lead, from being 16 to Shenstone's 15 at lunch began to be decisive, and at the finish of this test the score stood at 34-27 in Hagley's favour. J. R. Perks was away early and clocked 87½ secs. in his unblown Dellow, while brother A.G. in the same car got lost in the backwoods and returned 90½ secs. Murray Austin, with a blower now fitted to his Dellow, managed a very well driven 84½ secs.

P. J. Johnson (1,496 H.R.G.) showed a very nice line in controlled slides, but could not get down to A. Lewis's time of 83½ secs. in a similar car.

The bushes claimed yet another victim in P. A. Atkinson (1,225 Austin), although he managed to extricate himself and clock 88½ secs., followed by Jack

Waldron in his white Dellow to the tune of 81½ secs., fastest yet.

John Rhodes, whom to date had put up the best time in the previous tests with a very fine demonstration of the sort of driving defeated Waldron with a useful 79½ secs. The A.G. 10 of J. H. Dorsett's was well driven to 84½ secs., showing to advantage over A. J. Davis's pre-war 1½ litre M.G. saloon which managed 104 secs.

F. E. Wall (1,172 Dellow S.), captain for Shenstone, must have felt the responsibility weighing heavily on his shoulders, for he completed the first part of the test very fast indeed, and then apparently lost count of the number of turns and went altogether in the wrong direction.

Tom ("Lead-foot") Evans maintained his reputation up to the hilt, weaving rapidly in and out of the bushes, at one period entirely off the course, finally getting his somewhat battered Dellow over the line in 83½ secs.

Ken Rawlings gave a stylish display for fastest to date, 77½ secs., only to be beaten by Victor Ostroumoff (1,172 Dellow S.) with a very well judged 76½ secs. L. J. Oliver in his own Special equalled Ostroumoff's time, and had he not overdone the job at one period would in all probability have won the test. Later in the day Evans again lost all control and finished in the undergrowth. J. E. Beasley in his 1,172 Ford Spl., newly-built for the coming (!) trials

(Continued on page 772)

it's time to change to



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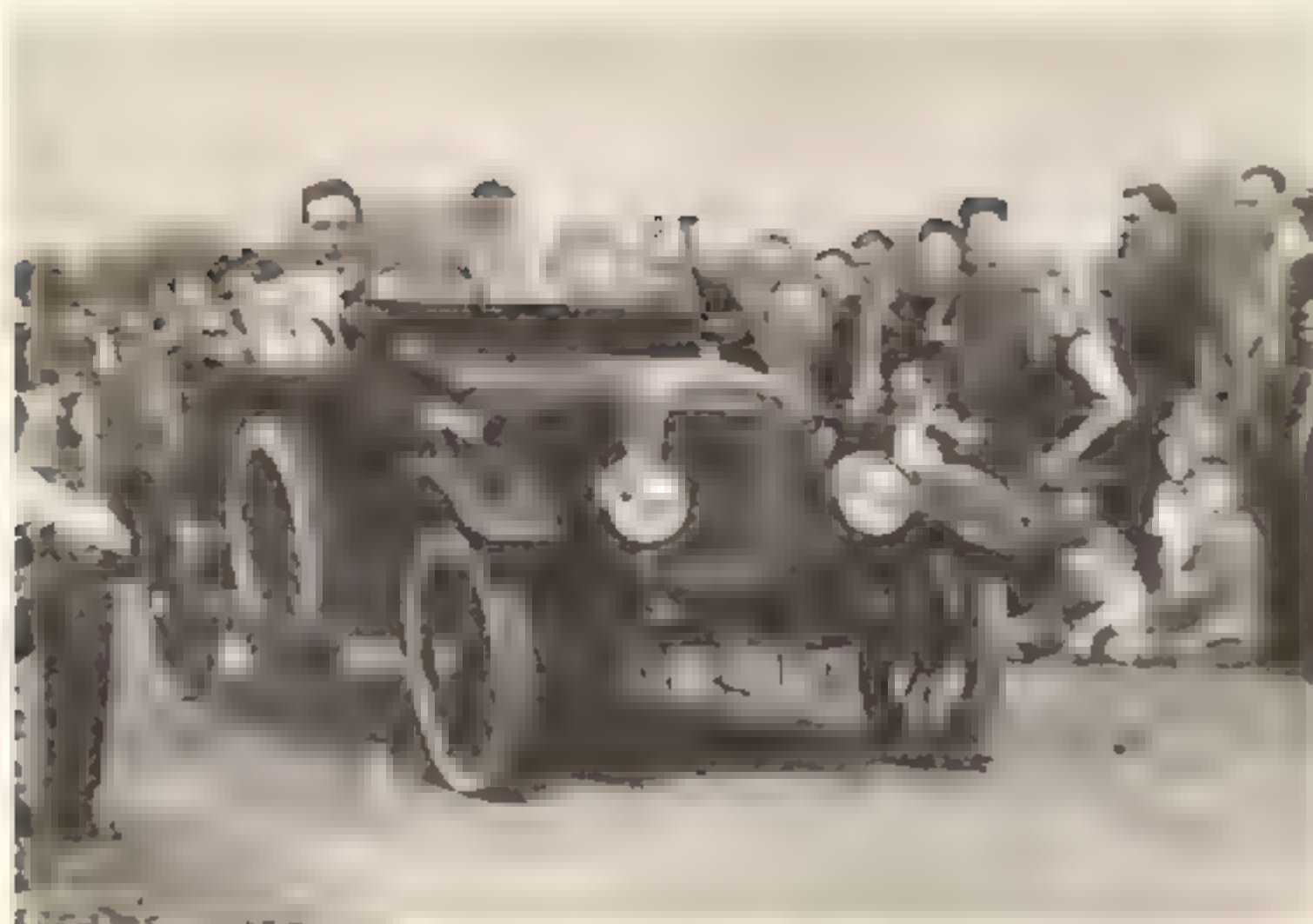
Winter-grade oil won't do for the hard-driving months of summer heat. Its extra fluidity which in cold weather, gave you swift oil circulation, easy starting and better performance makes it unsuitable for summer temperatures.

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John Hough's 1920 "Sporting Four" Calthorpe stops at the finishing line in the acceleration and braking test during the Walsall Rally.

ACCENT ON ROAD COURTESY

Walsall's Rally with a Difference

A RALLY with a difference was held in Walsall on 3rd June, when the ordinary private motorist had the rare opportunity of taking part in a competition event for the first time and standing just as high a chance of winning as an experienced competition driver.

Essentially a road courtesy event designed to test general roadmanship and ability to control and manoeuvre a vehicle under set conditions against the stop watch, it attracted 138 entries from motorists and motor-cyclists, many competing for the first time.

The road course of 32 miles, in and out of the borough of Walsall, included over 20 observed sections where about 70 marshals, volunteer special constables, scouts and members of local clubs marked competitors for strict observance of the Highway Code.

Several sporting sections were included—as a tonic for drivers who wanted something more than just a tour of the countryside. The first of these, a long, steep ascent up loose stone, stopped half the 80-strong car entry when drivers had to stop and restart in the middle. One magnificent climb was made by John Hough in a borrowed 1920 "Sporting Four" 11-h.p. Calthorpe carrying two passengers. His smooth getaway made bystanders wonder whether or not the pristine model was fitted with four-wheel drive!

In the special tests held at the end of the road course, the competitors were faced with an acceleration and braking test over 75 yards—stopping astride the finishing line—and an estimation test. The motor-cycles had the satisfaction of defeating the four-wheelers on the acceleration test when a pre-war 600 c.c. Scott returned a time of 8 secs. The

fastest car was Ken Rowe's Lea Francis, with a time of 8.6 secs. A locally driven Standard Vanguard kept up the medical profession's tradition of a speedy turn-out when Dr. J. Lees completed the test in 8.8 secs.

The estimation test required drivers to direct the placing of two pylons, so as to give them not more than four inches overall clearance. The driver, on being signalled to go, got into the car, started up and drove forwards to the right—astride a line, and reverse straight back to astride an opposite line—then forward through the pylons and stop astride the finishing line. The best time in the rally was put up by A. Fletcher (1½-litre M.G.) with 25.8 secs. But later, to settle a friendly bet, E. N. Hiskins, the eventual winner of the rally, showed how it should really be done and performed the whole test in perfect style in 20 secs. dead!

The Concours d'Elegance, in which intelligent maintenance was the guiding factor, and not eye appeal, brought several interesting cars before the Rootes Group judges. J. C. W. Day's 1926 Fiat came out top, two marks ahead of another vintage saloon, W. C. Brown's 1930 Sunbeam.

The Walsall Motor Rally proved such a success with this initial effort that next year's event is a certainty. One competitor even insisted on a repeat this autumn, much to the horror of the organizing committee and Walsall Police, who bore the brunt of the whole organization. The idea of holding a rally in the first place came from the Chief Constable of Walsall, Mr. T. Mark Watson, who deserves the whole-hearted thanks of every competitor and spectator.

RESULTS

Winning Car, "Walsall Observer" Challenge Cup: 1. N. Hiskins (Sunbeam-Talbot saloon), 2. A. Fletcher (M.G. 1½-litre saloon), 3. E. G. Abbotts (Hillman Minx).

Best car in opposite class, The "Brad-nack Trophy": 1. A. D. Wootton (1933 Riley 91), 2. Russell E. B. Noble (Aston Martin), 3. B. R. Beebee (Delage, D 15).

Best driver from outside Walsall, The K. Nunn's "Carlton" Trophy: Russell E. B. Noble (Aston Martin).

Concours d'Elegance, Best Car, The "Kennings" Annual Challenge Cup: 1. J. C. W. Day (1926 Fiat saloon); 2. W. C. Brown (1930 Sunbeam saloon); 3. E. G. Abbotts (Hillman Minx).

EVERY MAN'S TRIAL

ON Saturday and Sunday, 23/24th June, the Leics. C.C. will run their closed Bat-Bo Trophy reliability trial, an event devised for ordinary club members in any type of car, with no comp. licence required.

Starting time is 10.45 p.m., from Hatchelor Bowles Garage, Leicester, and the night run, punctuated by breaks at 1 a.m. and 6 a.m., will cover about 170 miles, terminating at Cromer in time for breakfast.

BRANDS ON THE 23rd

ANOTHER of the popular Brands Hatch Half-Litre Club 500 c.c. race meetings, supported by the *Daily Telegraph*, takes place on Saturday week, 23rd June. There will be three main races, the Open Challenge race in 10-lap heats and a 15-lap final, the International Trophy race in 10-lap heats and a 40-lap final for cars complying with international Formula 3, and a 10-lap race for lady drivers.

Racing starts at 1.30 p.m., and leading British 500 c.c. exponents will again be competing.

CHALLENGE MATCH

SUNBAC and Hagley Club trials drivers will meet on a site near Birmingham on 7th July in the Annual Challenge Match incorporated in the Sunbac Sporting Halfday. The meeting will consist of a series of tests on the lines of those commonly included in trials and rallies, the match being run tournament-fashion with rival club drivers paired off, the best aggregate of wins winning. Battle commences at 2 p.m. and refreshments will be available to survivors during the afternoon.

H.R.G. WIN IN WELSH COUNTIES RALLY

P. Howell's Success in Popular Event—D. Yapp (SS 100) Runner-up

THE Welsh Counties Club's Festival of Britain Rally on 25th/26th May proved to be highly successful, and was won by Peter Howell driving a 1½-litre H.R.G., thereby feeding the fire of the M.G., H.R.G. feud.

G. V. Wynne-Jones, the B.B.C. Sports Commentator, was at the Brecon control to welcome the competitors at 6 a.m. on Saturday, and also at the Eliminating Tests at Barry later in the day. A recording was played on the Welsh Home Service in "Festival Review" on the following Monday.

The first car to arrive at Barry was

Bruce Crouch, driving a 1924 10.9-h.p. Lagonda, completed the entire Rally, putting up a better performance than many moderns.

Many weird and wonderful tales came out at the Rally Dance on the Saturday evening. The best, which was vouched for as being the truth, was the case of the young lady entrant. This same lady was topping up the sump at a control point, and was heard to complain at the totally inadequate size of the oil-filler hole. Our observer, going closer, was astonished to see the stream of oil being directed at the dipstick hole.

RESULTS

Premier Award: P. Howell (H.R.G.).

Second Award: D. Yapp (S.S. 100).

Ladies' Award: Miss Mary Yapp (Morris Minor).

Cardiff Control: L. H. Ayres (Allard).

Hereford Control: J. W. Shanks (Citroen).

Open Cars up to 1,500 c.c.: J. D. Lewis (M.G.).

Closed Cars up to 1,500 c.c.: J. D. Moon (Austin).

Open Cars above 1,500 c.c.: C. A. John (Lea Francis).

Closed Cars above 1,500 c.c.: H. R. Bond (Vauxhall).

Club Team Award: J. A. T. Elston (Ford), B. P. Price (Morris), R. G. W. Beor-Roberts (Ford).

Team Award: J. D. Moon (Austin), A. E. Bengry (Morgan), R. M. E. Mayall (M.G.).



★
Left: E. A. Pryer (Allard), in reversing bay during the eliminating test at Barry.

★
(Below) Runner-up, Denis Yapp (SS 100), with B.B.C. commentator G. V. Wynne-Jones at the microphone.

Denis Yapp in the 2½-litre Jaguar S.S. 100 who put up a time of 51.0 secs., which stood as B.T.D. until nearly the end of the test when Peter Howell (H.R.G.) shattered everyone with a most polished performance resulting in 48.3 secs. No one else got within striking distance of these times.

Many drivers knocked down the horizontal pole in the first bay, thereby losing 20 marks, and one or two flag uprights marking the bays also suffered at the cost of five marks apiece. Generally, a very high standard of driving skill was shown.

Doug Richards and H. R. Bond, both in new Vauxhalls, curtsied neatly to a stop astride the finish line, but some unfortunates crossed it altogether in their excitement, even carrying on some distance until the absence of population spread the horrid doubt that "perhaps we've gone too far!"

R. K. Taylor in the oldish Talbot saloon drove so hard round the Rally course (he held on to the S.S. 100 for miles) that when he reached the Eliminating Test the engine was working on two plugs and a hot-spot only, which rather spoilt his time.



LONDON TO LONDON RALLY

ON the 14th and 15th September next the North-Western London M.C. will be running a London-to-London Rally over 500 miles, going as far as Wales. The route, which starts in North London, will include several map reading sections and a number of special tests. Maximum number of entries permitted is 150, and Clerk of the Course will be A. Godfrey Imhof.

Regulations will be available shortly, and there will be classes for standard cars and "specials".

Details can be obtained from the Hon. Secretary of the Meeting, Mrs. A. Godfrey Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey. Tel.: Malden 5182.

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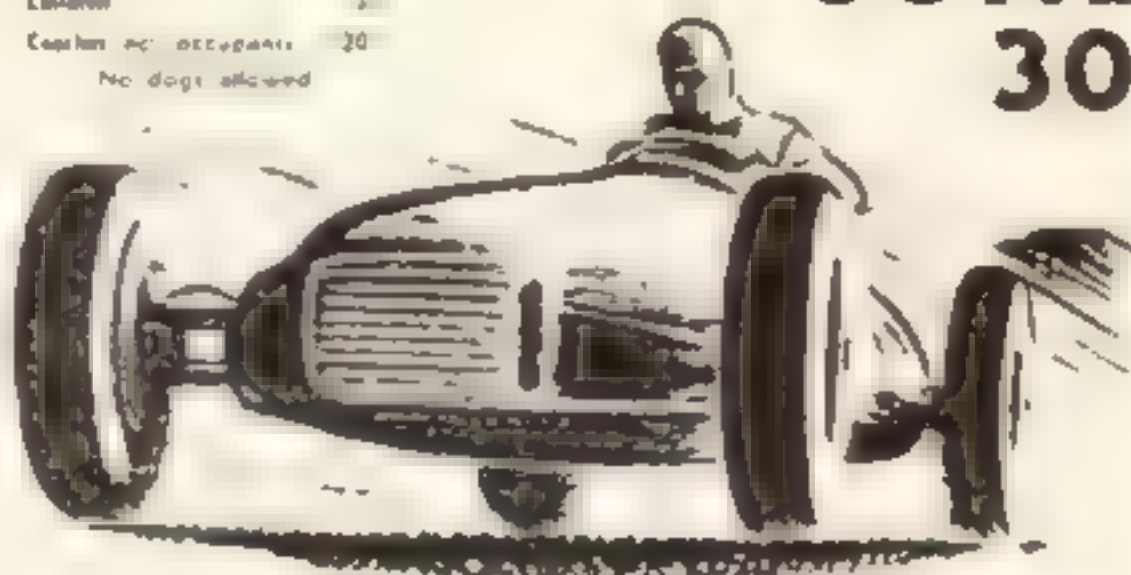
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AUTOSPORT — NORTHERN OFFICE

Owing to certain administrative difficulties, coupled with the need for centralization, AUTOSPORT'S Northern Office has been discontinued until further notice. Mr. Russell Lowry, of course, still remains as Northern Editor, but to avoid duplication, Northern and North Midland club secretaries should now communicate direct with 32 Great Windmill Street, London, W.1, instead of to the Northern Office. It is the intention of the proprietors of AUTOSPORT to continue to give Northern readers the service which they have now come to expect, and which has been so ably directed from Liverpool by Mr. Lowry.

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DUST-STORMING: Class winner J. Rhodes and his 1,172 c.c. Special during the Hagley-versus-Shenstone Sporting Day.

Inter-Club Sporting Day—continued
season and seemed satisfied with 88½ secs., but Big Bill Wykes (unblown Dellow) thought 86½ secs. rather better. The Riley Imp of J. Deeley seemed a little heavy for the job in hand, but made a well driven 89½ secs.

At the close of play Hagley led Shenstone by 46 points against 31.

PROVISIONAL RESULTS

Hagley and District L.C.C., 46 marks; Shenstone and District C.C., 31 marks.

Individual Class Winners

Class A: 1, J. Rhodes (1,172 Rhodes Spl.); 2, L. J. Oliver (1,172 Oliver).

Class B: 1, A. Lewis (1,496 H.R.G.); 2, P. J. Johnson (1,496 H.R.G.).

Class C: 1, J. Dorsett (1,172 Ford Anglia).

CAMBRIDGE MAY RALLY

THE May Rally of the Cambridge '50 Car Club took place on 20th May. The road section, which was preceded by a Concours d'Elegance, was of some 240 miles, and took competitors from Cambridge on a circular route via Royston, Hatfield, St. Albans, Windsor, Thame, Oxford, Bicester, Buckingham and Bedford, to a finishing point near Cambridge, where to complete the event, acceleration and braking tests were held, followed by a short timed drive during which competitors were required to conform to a given average speed with car instruments masked.

The method of identification of check points on the route was novel, and caused difficulty to some competitors. Each route card supplied to entrants bore a series of photographs of the check points, supplemented by approximate printed instructions for their location. A little inspection of the photographs generally revealed positive clues to assist drivers.

At a hill section en route, drivers were required to halt on the slope while a matchbox was placed behind one rear wheel. They were then required to restart without damaging the matchbox. It is worthy of note that only three matchboxes were "written off" during this test.

Cars of all types took part in the Rally, from a Rolls-Royce to vintage Austin Sevens. One of the latter, it is reported, ran short of water at a critical juncture and had to have its radiator replenished with the contents of the owner's last bottle of liquid refreshment!

RESULTS

1, M. Preston (Riley 9 Special); 2, E. Love (Jowett Javelin); 3, D. Moore (M.G. Midget (M-type)).

The next event on the Club's calendar is a Night Trial on 23rd July.

"750" MEETING

ON Wednesday, 6th June, the customary monthly club meeting at the "Red Cow", Hammersmith, was opened by the chairman, Holland Birkett, who reviewed the 750 Formula events run to date.

This was followed by some talk concerning the Six-Hour Relay Team Race, to be run by the club at its Silverstone meeting on 25th August. This event has aroused considerable interest in the motor sporting world but, as the status of the meeting had not been decided, regulations could not yet be issued.

Although the club do not propose to offer "starting money", it was suggested that entrants from the 750 Motor Club might receive "stopping money", to aid in defraying expenses incurred by a calamitous blow-up. This matter is receiving attention.

After the usual "Sales and Wants" session, as there was no fixed speaker for the evening, a free-for-all discussion on matters concerning the Austin 7 completed the proceedings.

COMING ATTRACTIONS

June 15th/17th. Auvergne Rally, France.

June 16th. Bugatti O.C. Race Meeting, Silverstone.

Omagh M.C. Hill-Climb, Co. Tyrone.

North Devon M.C. Speed Trial.

B.A.R.C. Members' Race Meeting, Goodwood.

Bristol M.C. and L.C.C. "John Bull" Trial, Bristol.

Herts County A. and A.C. Rally, Panshanger.

Lagonda C.C. (Register) Northern Rally, Hurdlow, nr. Buxton.

Cheltenham M.C. Sporting Half-Night. Start Priory St., Cheltenham, 7.45 p.m.

B.A.R.C. (Yorks Centre) June Scarborough Rally. Start 2 p.m.

June 16th/17th. Austrian Alpine Rally.

Eastern Counties M.C. Rally, Suffolk.

Brighton and Hove M.C. Trial, Sussex-Devon.

North London E.C.C. Rally.

Jönköping Race Meeting (F.3), Sweden.

June 17th. Belgian G.P., Spa-Francorchamps (F.1).

G.P. of Portugal, Oporto (S.).

Blackpool and Fylde M.C. Night Trial, Lake District.

Gosport A.C. Speed Trial. Start 12 noon.

B.A.R.C. (Yorks Centre) Wilson Trophy Trial. Start Mallyan Spout Hotel, Goathland, 1 p.m.

Eastern Counties M.C. Race Meeting, Fersfield, Norfolk. Start 1.30 p.m.

June 18th/30th. A.C. de Champagne Rally, France.

June 23rd. Midland Auto Club Shelsley Walsh Hill-Climb. Start 1.30 p.m.

Half-Litre Club Brands Hatch 500 c.c. Race Meeting. Start 1.30 p.m.

V.S.C.C. Race Meeting, Silverstone.

Newry and Dist. M.C. Closed Invitation Speed Event.

V.C.C. of G.B. "Kent Messenger" Run.

M.G.C.C. (S.W.) Rally, Weston-super-Mare.

Maidstone and Mid-Kent 500 Miles Margate Rally.

Grimsby M.C. Veteran Rally, Grimsby.

Chester M.C. Speed Trial, Queensferry.

Leics C.C. Night Trial.

West of England M.C. Trial, Tiverton.

Furness D.M.C. Night Trial. Start Rampside, near Barrow, 11 p.m.

Hagley and Dist. 12-Hour Trial, Wales. Start Cross Keys Garage, West Hagley, 10.45 p.m.

June 23rd/24th. Le Mans 24 Hours Race (Sports Cars). Sarthe Circuit, France.

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Published by AUTOSPORT, 22 Great Windmill Street, London, W.1, and printed by
Kellier, Hudson & Kearns, Ltd., Harbels, Stamford Street, London, S.E.1.